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36TH ANNUAL REPORT
OF THE
INTERSTATE COMMERCE
COMMISSION

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DECEMBER 1, 1922



WASHINGTON
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1922

THE INTERSTATE COMMERCE COMMISSION.

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REPORT OF THE INTERSTATE COMMERCE COMMISSION.

WASHINGTON, D. C., *December 1, 1922.*

To the Senate and House of Representatives:

The Interstate Commerce Commission has the honor to submit herewith its thirty-sixth annual report to the Congress. The period covered by this report extends from November 1, 1921, to October 31, 1922, except as otherwise noted.

A statement of appropriations and aggregate expenditures for the fiscal year ended June 30, 1922, is embodied in Part I of this report, while the names of the employees and expenditures in detail are set forth in Part II.

APPROPRIATIONS.

Our estimates for the current fiscal year, July 1, 1922, to June 30, 1923, which were submitted to the Bureau of the Budget in September, 1921, in response to section 215 of the budget and accounting act, 1921, were in the following amounts:

Commissioners and secretary.....	\$139, 500
General purposes.....	2, 400, 000
Accounts.....	600, 000
Safety.....	380, 000
Locomotive inspection.....	350, 000
Valuation.....	1, 630, 000
Printing allotment.....	150, 000
Total.....	5, 649, 500

The Bureau of the Budget, after an extended investigation by its representatives into our activities and expenditures, suggested that, because of the financial condition of the Treasury of the United States, certain additional activities delegated to us by the transportation act, 1920, be further held in abeyance, and that we endeavor to perform our duties within amounts less than our estimates. Therefore our estimates for the 1923 fiscal year were cut by the Bureau of the Budget to the following amounts:

Commissioners and secretary.....	\$139, 500
General.....	2, 330, 470
Accounts.....	575, 000
Safety.....	350, 000
Locomotive inspection.....	300, 000
Valuation.....	1, 500, 000
Printing.....	150, 000
Total.....	5, 344, 970

These amounts were approved by the President and submitted to the Congress, and were further reduced by the Congress to the following amounts:

Commissioners and secretary.....	\$139, 500
General.....	2, 150, 000
Accounts.....	525, 000
Safety.....	325, 000
Locomotive inspection.....	290, 000
Valuation.....	1, 300, 000
Printing.....	150, 000
Total.....	4, 879, 500

We submitted recently a deficiency estimate for the current fiscal year in the following amounts:

General purposes.....	\$100, 000
Safety.....	73, 500
Locomotive inspection.....	201, 917

In response to which the Congress appropriated for—

General purposes.....	\$100, 000
Safety.....	66, 150

As a result, our appropriations for the 1922-23 fiscal year are—

Commissioners and secretary.....	\$139, 500
General.....	2, 250, 000
Accounts.....	525, 000
Safety.....	391, 150
Locomotive inspection.....	290, 000
Valuation.....	1, 300, 000
Printing.....	150, 000
Total.....	5, 045, 650

The reduced amounts available under our appropriations since the fiscal year 1921 have impaired our ability to complete some and undertake other of the important duties laid upon us by the transportation act, 1920, and other acts. This has resulted in curtailment of activities in several bureaus, notably those of accounts, service, safety, locomotive inspection, and valuation. The same is true as to the studies of economy and efficiency in operation which seem to have been contemplated by the Congress as necessary incidents to some of the duties expressly imposed upon us in recent legislation.

In compliance with the direction contained in Bureau of the Budget Circular No. 71 of July 6, 1922, we submitted to that bureau prior to August 1, 1922, an advance report of our estimates of appropriations for the fiscal year 1924 in the following amounts:

Commissioners and secretary.....	\$139,500
General.....	2,300,000
Accounts.....	600,000
Safety.....	435,000
Locomotive inspection.....	300,000
Valuation.....	1,280,000
Printing.....	150,000
Total.....	5,204,500

The Director of the Bureau of the Budget on August 11, 1922, advised us that the President had decided that the estimates for the fiscal year 1924 would not be submitted to Congress carrying a total which, plus existing authorizations, would exceed the estimated receipts of the Government for the fiscal year 1924; that to conform to this program the President had approved the allocation to us of \$4,494,500 as a tentative maximum amount of the total of our estimates for the fiscal year 1924; and that, therefore, our estimates for the fiscal year 1924 should not exceed this tentative maximum amount, but if in our opinion the reduced amounts would not meet our absolutely necessary requirements, the estimates might be accompanied by a supplemental statement showing the increases which we would require for the ensuing fiscal year, setting forth the necessity for each increase.

This amount of \$4,494,500 which has been allocated to us for the 1924 fiscal year is \$710,000 less than our total estimate for the ensuing year, and is \$551,150 less than our current total appropriation.

We have given careful consideration to our work from the viewpoint of the experience of past performance, the known current necessities and the additional work which should be undertaken during the current and ensuing fiscal years. Within the limitations set by our appropriations we have been compelled to defer or greatly restrict our work. Reducing the appropriation for the valuation of the railroads more rapidly than we had planned may practically defer recovery of excess earnings under section 15a of the interstate commerce act. Reduction in the current appropriation for our bureau of accounts will retard the policing of carriers' accounts as contemplated by section 20, the revision of the accounting classifications, and the prescribing of classes of property for which depreciation charges may properly be included under operating expenses. If we are to function promptly and efficiently, more funds must be supplied to care for the disposition of pending fourth section applications. Investigation and suspension cases are increasing and necessarily cause delay in the disposition of other cases. Under paragraph (3) of section 6 of the act we are authorized to make suitable rules and regulations for the simplification of schedules of rates, fares, charges, and classifications. Thus far we have been able to only approach this important subject.

We have complied with the suggestion and direction of the Bureau of the Budget by submitting to that bureau our detailed estimates for the 1924 fiscal year, reduced so that the total amount shall not exceed \$4,494,500, and as a part thereof we submitted a statement showing the additional amounts which in our opinion would be needed to meet the necessary requirements of the commission. The performance of our manifold duties, each under specific authority of law, will be curtailed by the reduction in our current appropriation, or under our 1924 estimates.

COOPERATION BETWEEN FEDERAL AND STATE COMMISSIONS.

With the expansion of our railway systems and industrial activities Federal regulation of interstate commerce and State regulation of intrastate commerce have become more and more closely interrelated. The avoidance of harmful maladjustments of interstate and intrastate rates and fares by coordinated efforts has long been recognized as desirable, but until recently the Federal and State commissions have continued to perform their respective functions independently of one another to a large extent. This course has required of this commission the condemnation of maladjustments which injuriously discriminated against interstate commerce and frequently their correction by revision of the intrastate rates and fares. In the transportation act, 1920, the Congress enjoined active cooperation between the regulatory bodies, and authorized this commission to avail itself of the cooperation, services, records, and facilities of the State authorities in the enforcement of any provision of the interstate commerce act. The Supreme Court of the United States in *Railroad Commission of Wisconsin v. Chicago, Burlington & Quincy Railroad Company*, 257 U. S. 563, decided February 27, 1922, emphasized the desirability of such cooperation.

On May 3, 1922, a joint committee composed of five members of this commission and eight representatives of the State commissions, sitting at Washington, formulated and reported a tentative plan of cooperation through joint conferences and hearings, which is reproduced in Appendix H. It is to be expected that experience will suggest improvements in this plan, but its general outline embodies what is believed to be a sound working basis, and the progress already made thereunder encourages the hope of its ultimate success. The procedure outlined in the plan will, with the spirit of cooperation behind it, avoid conflict of authority and redound to the benefit of shipper, carrier, and public.

In No. 13494, Southern Class Rate Investigation, and in No. 13930, Express Rates, 1922, together with other pending matters, committees representing interested State commissions are participating with us.

The cooperative program has incidentally resulted in the making of orders by State commissions, and the consequent vacating by us of our previous orders affecting intrastate freight rates in many of the State rate cases.

EXERCISE OF EMERGENCY POWERS.

In our thirty-fourth annual report we referred to our enlarged and emergency powers conferred by the transportation act, 1920. We have again found it necessary to exercise these emergency powers for the greater security and facility of commerce.

On April 1 union miners in both the bituminous and the anthracite coal fields went on a general strike. There was complete cessation of the production of anthracite. In the union bituminous fields the strike was no less effective, but some large fields were not unionized and the production of bituminous coal continued at approximately 40 per cent of the normal rate of production. The union anthracite miners generally resumed work September 11, and the union bituminous miners at various times on and subsequent to August 15. Despite the difficulties caused by or attendant upon this strike car loadings of commodities other than coal continued to increase and have reached a higher level than during the corresponding months of 1920, the peak year.

A greatly increased volume of freight traffic was thrown upon carriers serving the nonunion bituminous coal fields of Kentucky, Virginia, West Virginia, Tennessee, and Alabama, and severely taxed their ability. Coal from these States was widely distributed in heavy volume to markets ordinarily supplied by coal produced in States affected by the strike. Prior to July 1 these carriers were able in most instances to transport the increased traffic without appreciable delay.

On July 1 a general strike of railroad shopmen began, with the result that transportation service and facilities became impaired, and, as the two strikes continued, a progressive general deterioration in motive power and equipment was manifest. Because of the heavy coal traffic carriers serving the nonunion fields were the first to feel severe effects of the rail strike, and these in turn brought about a lessening of production in nonunion fields. It became increasingly apparent that the country faced a serious emergency. The production of anthracite coal was nil and that of bituminous coal dropped to less than 4,000,000 tons per week, as against a normal production of 2,000,000 tons of anthracite and 10,000,000 tons of bituminous coal per midsummer week. The amount being mined and transported was less than the bare quantity required for the current use of the railroads, public utilities, and the producers of food alone. Production and transportation were wholly insufficient to meet the

daily fuel requirements of essential industries and of domestic users, and resulted in large drafts upon the reserve supply of the nation already accumulated in anticipation of possible labor difficulties in the coal industry. In such circumstances, daily requirements could be met only fractionally, and no provision could be made for meeting the fuel needs of the country during the coming winter. Maladjustment of distribution with mounting prices, due in part to transportation disabilities, became a present and increasing menace to domestic and industrial life. There being no indication of a speedy settlement of either of the strikes, the exercise of our emergency powers became indispensable. On July 25 we entered service orders Nos. 22 and 23, and on August 30 service order No. 24. At all times these orders have been under constant observation both as to the necessity for their continuance and the manner of their operation. As necessity has indicated from time to time these orders have been continued, amended, modified, suspended, or superseded.

The foundation for the service orders was our finding that by reason of unfavorable labor conditions, shortage of fuel supply, and inability of each common carrier by railroad within the country or within the affected district to transport the traffic offered it so as properly to serve the public, an emergency existed which required immediate action. The first, service order No. 22, required that until our further order or direction all carriers by railroad should forward traffic to destination over the routes most available to expedite its movement and prevent congestion, without regard to the routing made by shippers or by carriers from which the traffic was received, or to the ownership of the cars. Provision was made for an accounting as between the carriers to determine their respective divisions of the rates charged for transportation.

Service order No. 23 applied to common carriers by railroad east of the Mississippi River, including the west bank crossings. The emergency here sought to be met was due to the inability of the rail carriers to supply transportation for all essential commodities. The accumulations of freight during the present emergency were due entirely to the carriers' disability, and did not cause congestion at the large terminals as was the case in 1920. Loaded cars accumulated at intermediate terminals or were set out at sidings along the line. It was apparent that the carriers would be unable to move all freight offered, and that accumulations would increase rapidly, so that the movement of the essential commodities vital to the welfare of the individual and of the nation, or required by humanitarian dictates, would be seriously impeded. The prompt return movement of empty cars for loading such commodities, and the restriction of their use to that character of service, were indispensable to the carrying out of a program intended to insure the continuous movement of the necessities of life. Service order No. 23 therefore

provided that to the extent that each carrier within the territory included was currently unable promptly to transport all freight traffic offered it for movement, or to be moved over its line or lines of railway, preference and priority should be given to the movement of food for human consumption, feed for live stock, live stock, perishable products, coal, coke, and fuel oil; and that to the extent that any such carrier was unable under existing interchange and car service rules to return cars to its connections promptly, preference and priority should be given to the movement of, exchange, interchange, and return of empty cars intended to be used for the transportation of those commodities. The provisions of service order No. 23 were with some modifications applied to carriers west of the Mississippi River by service order No. 24. Effective September 21, by amendment 1 to service order No. 24 and by service order No. 25, which canceled and superseded service order No. 23, the priority lists were made uniform and the following commodities added: Mine supplies, medicines, fertilizers, seeds, newsprint paper, fuel other than coal and coke, and petroleum and its products in tank cars.¹

We have referred to the menacing domestic and industrial consequences of the coal miners' strike and to the inability of the carriers to supply adequate transportation service for the operating coal mines. To the extent that transportation was the limiting factor, it became our duty to adopt appropriate means within our emergency powers to insure as effective use as possible of the existing transportation facilities in the movement of coal. Accordingly, by service order No. 23 we directed coal-loading carriers, whenever unable to supply all uses in full, to furnish coal mines with open-top cars suitable for the loading and transportation of coal in preference to any other use, supply, movement, distribution, exchange, interchange, or return of such cars, and noncoal-loading carriers to deliver such cars to their coal-loading connections, either directly or through intermediate noncoal-loading carriers, to the extent of the ability of such coal-loading connecting lines to receive and use such cars for coal loading. We also directed that an embargo be placed against consignees who failed or refused to unload coal cars within 24 hours after placement. In order that the essential industries should be supplied with coal, we directed in paragraph 7 of that order that coal-loading carriers place, furnish, and assign coal mines with cars suitable for the transportation of coal in succession as required for certain designated purposes, as follows:

Class 1: For such special purposes as may from time to time be specially designated by the commission or its agent therefor. And subject thereto:

Class 2: (a) For fuel for railroads and other common carriers, and for bunkering ships and vessels; (b) for public utilities which directly serve the general public

¹ Effective from and after November 20, 1922, the effect of Service Order No. 25 was suspended as to territory south of the Ohio and Potomac Rivers.

under a franchise therefor, with street and interurban railways, electric power and light, gas, water, and sewer works; ice plants which directly serve the public generally with ice, or supply refrigeration for human foodstuffs; hospitals; (c) for the United States, State, county, or municipal governments, and for their hospitals, schools, and for their other public institutions—all to the end that such common carriers, public utilities, quasi public utilities, and governments may be kept supplied with coal for current use for such purposes, but not for storage, exchange, or sale. And subject thereto:

Class 3 (as to each coal-loading carrier which reaches mines in Pennsylvania, Ohio, West Virginia, Kentucky, Tennessee, and Alabama): For bituminous coal consigned to any Lake Erie port for transshipment by water to ports upon Lake Superior. And subject thereto:

Class 4 (as to all such common carriers by railroad): Commercial sizes of coal for domestic use. And subject thereto:

Class 5: Other purposes.

By amendment to service order No. 23, effective August 5, we added clause (d) to class 2, as follows:

Bituminous coal which has passed over screens of 4 inches or larger opening, coke, and anthracite coal, to be shipped to retail dealers for household use.

A new class 4 was substituted, reading:

Class 4 (as to all such common carriers by railroad): Coal for the production and manufacture of foodstuffs and medicines and for the manufacture of containers therefor, for daily use but not for storage, exchange, or sale.

By amendment No. 4, effective August 30, the emergency uses were all embraced in class 2, and class 1 was reserved for such extraordinary uses as we might designate from time to time.

For the more prompt and effectual administration, during the emergency declared, of the authorizations, directions, and requirements of paragraph 7 of that order, we designated and appointed certain of our employees as service agents, with authority to give necessary directions as to car service.

Prior to the resumption of coal production by the union mines the supply of coal cars was adequate for all coal produced, as well as for other commodities ordinarily using such equipment, any inadequacy resulting from the inability of the carriers to transport rather than from an insufficient number of cars. Subsequent to the resumption of coal mining the transportation was limited by the supply of coal cars as well as by the inability of the carriers to transport.

We have constantly recognized that priority for one class of traffic necessarily means deferring other traffic. With this in mind we have endeavored by suitable action to permit the use of a limited number of coal cars for other commodities when such action was possible and appeared to be in the public interest. The critical nature of the fuel situation has not yet warranted the complete relaxation of our order with respect to the priority use of coal cars.

By September 21 the increased production of coal warranted us in superseding service order No. 23 by service order No. 25. This latter order canceled all priorities afforded consumers in class 2 of service order No. 23. Since that date priorities in the placement of coal cars for particular uses or classes of users have been confined to cases which were markedly of an emergency character.

On July 26 the President appointed a presidential coal distribution committee consisting of the Secretary of Commerce, the Secretary of the Interior, the Attorney General, and Commissioner Aitchison, of this commission. Each of these officers was charged with responsibilities growing out of the rail and coal strikes, and the President requested this committee to undertake to coordinate the functions of the various departments so far as they related to the production, transportation, or distribution of coal. The committee so designated was without official status as such, but was given legislative recognition in the coal antiprofitereering act hereafter mentioned. On July 28 Mr. Henry B. Spencer was named as a fifth member of the committee, to act as a Federal Fuel Distributor. We established and maintained cooperative relations with this committee and with the Federal Fuel Distributor.

The Federal Fuel Distributor set up committees at eight points in the nonunion producing coal fields on August 2. Each such committee consisted of a naval officer as chairman, representing the Federal Fuel Distributor, and representatives of the coal operators and the railroads. Our service agents were stationed with the district committees, and, in cooperation with them, designated the class of priority for such emergency coal shipments as were effected through the Federal Fuel Distributor.

After the resumption of mining in the union bituminous coal fields we established cooperative relations with the public service commission of Pennsylvania, naming certain agents of that body as our agents in designating class of priority for interstate shipments of coal originating within the State of Pennsylvania.

These committees received orders for emergency coal from the Federal Fuel Distributor and allocated such orders to the mines. These committees and agencies were continued until September 9, when the increased production of coal following the resumption of coal mining throughout the country indicated a supply sufficient to meet the immediate requirements. Under the terms of the coal antiprofitereering act the President on September 22 appointed Mr. Conrad E. Spens as Federal Fuel Distributor. We have continued the cooperative relations with him as with his predecessor in analogous functions, serving under the same title.

The bituminous coal strike terminated on August 15. The production of coal during this strike, the effect of the shopmen's strike,

and the increased coal production following the termination of the coal strike and the shopmen's strike are reflected in the following table, which shows in net tons the average weekly production of bituminous coal during the months named:

April.....	3, 890, 754	August.....	4, 961, 778
May.....	4, 508, 220	September.....	9, 726, 403
June.....	4, 968, 690	October.....	10, 422, 000
July.....	4, 080, 720		

The strike of railroad shopmen was terminated on the lines of some carriers on September 15. On other railroads no settlement has as yet been made.

The effect of this strike in the deterioration of motive power is indicated in reports of the American Railway Association, which show the per cent of total locomotives on class I roads out of service for repairs as follows:

1922.	For heavy repairs.	For light repairs.	Total.	1922.	For heavy repairs.	For light repairs.	Total.
	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>		<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>
June 15.....	19.9	4.7	24.6	Sept. 15.....	25.8	5.6	31.4
July 15.....	19.0	5.4	24.4	Oct. 1.....	25.3	5.3	30.6
Aug. 15.....	23.8	5.7	29.5	Oct. 15.....	24.7	5.1	29.8

On certain important trunk lines the condition of motive power was most serious. On some lines the number of locomotives retired for repairs was over 60 per cent of the total owned. This condition forced a diversion of freight to lines better able to handle it, but in many cases even such carriers were unable to carry the added burden. Accumulations of loaded freight cars awaiting movement to destination increased upon many important lines.

The following statement shows the accumulated carloads of commercial freight which carriers were unable to move or dispose of promptly and therefore held awaiting movement:

Carloads at end of week.

Week.	July.	August.	September.	October.
First.....		62, 548	72, 302	68, 663
Second.....	36, 868	62, 651	71, 258	58, 363
Third.....	42, 599	65, 486	80, 320	59, 956
Fourth.....	48, 333	71, 490	72, 656	52, 973

The effect of the deterioration of motive power is shown in the following statement of freight cars moved and waiting movement on 66 representative roads:

1922.	Average number of cars moved daily.	Average number of cars left over daily at midnight to be moved.
June.....	731,433	251,981
July.....	632,443	299,305
August.....	695,710	378,779
September.....	787,012	436,888
October.....	861,810	427,232

Despite transportation difficulties the demand of shippers for cars to be loaded and transported notably increased.

The increased car loading is indicated in the following statement of cars loaded with revenue freight:

1922.	Coal.	Total, exclusive of coal.	Total, all com- modities.	1922.	Coal.	Total, exclusive of coal.	Total, all com- modities.
January.....	703,001	2,357,166	3,060,167	June.....	414,853	3,350,911	3,765,764
February.....	760,504	2,314,460	3,074,964	July.....	327,763	3,260,361	3,588,124
March.....	885,055	2,838,157	3,723,212	August.....	443,244	3,486,917	3,930,161
April.....	302,211	2,728,979	3,031,190	September.....	738,885	3,311,981	4,050,868
May.....	362,567	3,084,379	3,446,946	October.....	845,629	3,455,858	4,301,487

An unusual proportion of the cars loaded have contained merchandise and less-than-carload freight. Of the total cars loaded from January to October inclusive this year, 27.8 per cent consisted of merchandise and less-than-carload, as compared with 19.4 per cent during the same months of 1920.

The lack of efficient transportation service during the early part of the shopmen's strike seriously affected the shippers in the South. Later the resumption of heavy coal shipments and seasonal crop movements in the North and West, and the inability of the carriers to give adequate service or to move either loaded or empty cars promptly on account of strike difficulties, produced a severe shortage of freight cars throughout the country, which still exists.

The total surplus or shortage of freight-cars is reflected in the following statement of freight car surplusages and shortages. It should be borne in mind that a considerable net surplus, perhaps a hundred thousand cars, is necessary to the prompt filling of orders and to avoid waste in transportation.

1922.	Surplusages.			Shortages.		
	Closed cars. ¹	Other cars.	Total surplusages.	Closed cars. ¹	Other cars.	Total shortages.
Jan. 15.....	219,691	220,291	439,982	638	35	673
Feb. 15.....	140,246	138,235	278,481	573	39	612
Mar. 15.....	115,480	101,181	216,661	162	103	265
Apr. 15.....	126,210	207,183	333,393	202	156	358
May 15.....	108,765	234,924	343,689	278	538	816
June 15.....	83,359	185,504	268,863	1,028	668	1,696
July 15.....	70,902	162,127	233,029	3,697	2,400	6,097
Aug. 15.....	21,762	118,491	140,253	28,088	9,084	37,172
Sept. 15.....	2,484	20,485	22,969	55,473	30,433	85,906
Oct. 15.....	578	3,697	4,275	103,661	52,648	156,309
Oct. 31.....	467	3,249	3,716	122,733	56,506	179,239

¹ Closed cars represent box, stock, refrigerator.

As elsewhere indicated, we have again found it necessary to make provision for the movement of coal to the Lake Erie ports for transshipment to the Northwest. Coal for this purpose was placed in class 3 under service order No. 23, and, by amendment to that service order, effective August 30, placed in class 2. In several instances we have found it necessary to place coal for this purpose in class 1. We can not too strongly urge that dealers and consumers in regions remote from their sources of supply purchase or make firm contracts for that supply in season for early transportation. It is to be hoped that timely and effective action will be taken to that end. They can hardly expect to rely upon our regulatory power continually to relieve them from the consequences of their own inertia, to the inconvenience or detriment of other regions and derangement of the orderly movement of general traffic.

COAL ANTIPROFITEERING ACT.

By an act entitled "An act to declare a national emergency to exist in the production, transportation, and distribution of coal and other fuel, granting additional powers to the Interstate Commerce Commission, providing for the appointment of a Federal Fuel Distributor, providing for the declaration of car-service priorities during the present emergency, and to prevent the sale of fuel at unjust and unreasonably high prices," approved September 22, 1922, we were granted supplementary and additional powers.

The act declared that a national emergency existed by reason of the shortage of coal and made provision for appointment by the President of a Federal Fuel Distributor, whose duty it shall be, in brief, to ascertain (a) the available supply of coal and other fuel in the United States, (b) the fields of production and the principal markets and the means and methods of distribution, (c) the normal and current prices, (d) the different classes of consumers, and (e) those to whom priority shall be extended in the transportation and distribution of coal.

By the terms of the act it is the duty of the Fuel Distributor to report his recommendations to us, and, in turn, we are authorized to issue such orders for priorities in car service, embargoes, and other suitable measures as may be deemed necessary to make an equitable distribution of coal and other fuel and to prevent unjust and unreasonably high prices.

We have established cooperative relations with the Federal Fuel Distributor, and, acting upon his recommendations, have directed that priority in transportation and distribution be accorded in 14 instances, covering 879 cars. We have not found it necessary, up to this time, to lay embargoes or to apply any of the other measures which are authorized by the act, and no recommendations to that end have been made to us by the Federal Fuel Distributor.

RATE REDUCTIONS.

In our last annual report we referred to the marked change in conditions since our decision in Increased Rates, 1920, 58 I. C. C. 220, was promulgated and to the general downward trend of commodity prices and of labor costs. We said:

We have been confronted with the demands of shippers, on the one hand, for reductions in rates which they allege are excessive and out of all proportion to the fallen values of commodities and which interfere with, or prevent, commodity movement; and, on the other hand, with the fact that the carriers have not been receiving the fair return contemplated by Congress.

We also referred to the many rate readjustments made since that decision, some by the carriers voluntarily, others at our suggestion, still others under our requirement after formal hearing, and expressed the view that freight rates had not reached a condition of equilibrium because of the continuing state of flux both in cost and in value of transportation service.

In November, 1921, we instituted a general investigation upon our own motion for the purpose of determining whether, and to what extent, if any, further general reductions in rates, fares, and charges by carriers by railroad applicable in interstate or foreign commerce might lawfully be required under section 1 or other provisions of the interstate commerce act upon any commodities or descriptions of traffic; and also to determine what would constitute a fair return on and after March 1, 1922, under paragraph (3) of section 15a of the interstate commerce act.

Our conclusions are reported in Reduced Rates, 1922, 68 I. C. C. 676. When this proceeding was instituted there were pending before us several petitions filed by carriers and by various organizations of shippers in which we were asked to enter upon general investigations into the reasonableness of the then existing rates and charges. At the hearings, which extended over several months, full opportunity

was afforded interested parties to present any facts pertinent to the issues.

After considering all of the facts of record, including the necessity of reasonable expenditures for additions and betterments, we found that on and after March 1, 1922, a fair return upon the aggregate value of the railway property of the carriers defined in section 15a of the interstate commerce act, determined as therein provided, would be a net railway operating income equivalent to 5.75 per cent of such aggregate property value as a uniform percentage for all rate groups or territories designated by us. We also found that the then—

existing freight rates and charges, including charges for switching and other accessorial services and all other charges applicable to freight service which were increased by authority of Increased Rates, 1920, *supra*, will be on and after July 1, 1922, unjust and unreasonable to the extent that they may respectively include more than the following percentages of increase over the rates in effect immediately prior to August 26, 1920, in and between the various rate groups as defined in Increased Rates, 1920, 58 I. C. C. 220, 489, and Authority to Increase Rates, *ibid.*, 302:

In the eastern group, also between points in Illinois territory and between Illinois territory and the eastern group, 26 per cent instead of the 40 per cent authorized in the decisions last cited.

In the western group, and between the western group and Illinois territory, 21.5 per cent instead of the 35 per cent so authorized.

In the southern and mountain-Pacific groups, 12.5 per cent instead of the 25 per cent so authorized.

On interterritorial traffic, except as otherwise provided herein, 20 per cent instead of the $33\frac{1}{3}$ per cent so authorized.

That the freight rates and charges herein determined will enable the carriers in the respective rate groups, under honest, efficient, and economical management and reasonable expenditures for maintenance of way, structures, and equipment, to earn an aggregate annual net railway operating income equal, as nearly as may be, to a return of 5.75 per cent upon the aggregate value, as taken for the purpose of this proceeding, of the railway property of such carriers held for and used in the service of transportation.

Most freight rates and charges had been increased in August, 1920, pursuant to Increased Rates, 1920, *supra*. The effect of our findings in Reduced Rates, 1922, *supra*, was to require carriers by railroad, in all cases where their freight rates and charges had been so increased in August, 1920, and had not been reduced subsequently by at least 10 per cent, to reduce them to a basis not exceeding 90 per cent of those made effective in August, 1920. This in most instances brought about a 10 per cent reduction. No reductions were then required or have subsequently been made in passenger fares, baggage charges, or express rates, which remain substantially upon the level authorized and made effective in 1920. While many of those who appeared before us advocated large reductions on certain low-grade and so-called basic commodities, with no reductions in class rates or in rates on other commodities, our conclusions applied to the rates and charges on all freight traffic moving in interstate and foreign

commerce in the same manner as the increases authorized in 1920 applied to all such traffic. Serious dislocation in the relationship of rates on the various commodities transported, and in competitive and commercial situations as between different industries and localities, would in the judgment of a majority of the commission have resulted if we had attempted to limit the reductions to particular commodities rather than to apply them to freight traffic in general.

RAILROAD EARNINGS.

In our last annual report we also directed attention to the favorable tendencies in railroad net earnings shown for the later months in 1921, following the unfavorable condition prevailing at the opening of that year and during the preceding year. The net railway operating income for the entire calendar year 1921, as shown in Table A of Appendix C to this report, was \$614,810,531, clearly an inadequate income. The analysis of this result, made early in 1922 in our consideration of Reduced Rates, 1922, *supra*, disclosed that the lower basis of operating costs then prevailing had not been effective during the entire year 1921, and the reports of tonnage moving and in prospect indicated that the traffic of 1922 would be substantially in excess of that of 1921. Our expectation that earnings would be on a basis of sufficient magnitude to permit of reduction in the level of freight charges led to the adoption of our report in Reduced Rates, 1922, *supra*.

The reduced rates and charges prescribed became effective on July 1. The tonnage moved by the railroads has been steadily increasing in recent months until, at the end of the period covered by this report, the traffic is almost equal to the largest ever handled by our railroads. Manifestly the existing rates are no longer interfering with the free flow of commerce as a whole, whatever may have been the situation prior to the reductions of July, 1922. Little opportunity has been afforded for determination of the effect of the reduced rate level upon the net earnings of the carriers because of freight congestion and other abnormal conditions which have resulted from the coal strike, the shopmen's strike, and other causes, elsewhere discussed.

DIVISIONS OF JOINT RATES.

In our last report we called attention to the powers conferred upon us by the transportation act, 1920, as set forth in paragraph (6) of section 15 of the interstate commerce act, with respect to divisions of joint rates. We then stated that it seemed probable that we should "in many cases be called upon to exercise our powers with respect to the determination of divisions and the provisions of the statute afford scope for much difference of opinion as to the intent of the Congress

regarding the extent of these powers and the manner in which they should be used in the public interest." Subsequent experience has confirmed this prediction.

In New England Divisions, 62 I. C. C. 513, 66 I. C. C. 196, after reargument we granted the request of New England carriers for increased divisions of their joint rates with connecting American lines. In the second report in this case, following the reargument, we said, in summing up the discussion of our power under the law, that "we are of the opinion that our power over divisions is founded upon the public interest; that the carriers are mutually dependent parts of the transportation system; that the public interest requires that all essential parts be maintained, so far as possible, in effective working condition; that the relative amount and cost under economical and efficient management of the service rendered is a prime factor in determining the fair and equitable share of joint revenue which each carrier shall receive; and that included in such cost is a due proportion of the burden of maintaining the financial integrity and credit of the carrier." We also expressed the opinion that in a case involving divisions "we may, when the public interest so requires, grant immediate relief subject to later readjustments, as we have done in cases involving general increases or reductions in rates." An appeal from our decision has been taken to the courts, and the case is soon to be argued before the Supreme Court of the United States. A number of other important cases involving divisions have been decided during the year and others are pending.

THE AMENDED FOURTH SECTION.

By reports adopted October 30, 1922, in Transcontinental cases of 1922, 74 I. C. C. 48, and in Transcontinental Wool cases of 1922, 74 I. C. C. 99, we passed upon certain applications to establish terminal rates, in what is known as transcontinental traffic, lower than rates to or from intermediate points. The applications were founded upon increased water competition through the Panama Canal. The practical cessation of this traffic through the canal during the war had resulted in our general denial of relief from the long-and-short-haul rule of the fourth section on transcontinental traffic. In this report we construe the requirement of the amended fourth section that "the commission shall not permit the establishment of any charge to or from the more distant point that is not reasonably compensatory for the service performed." We find that to be reasonably compensatory a rate must (1) cover and more than cover the extra or additional expenses incurred in handling the traffic to which it applies; (2) be no lower than necessary to meet existing competition; (3) not be so low as to threaten the extinction

of legitimate competition by water; and (4) not impose an undue burden on other traffic or jeopardize the appropriate return on the value of carrier property generally, as contemplated in section 15a of the interstate commerce act. We express the opinion that the amendment to the fourth section was intended by the Congress to indicate that we should follow a less liberal policy in dealing with proposed departures from the long-and-short-haul rule than had been followed in former years.

We also express the opinion that in the administration of the fourth section we are required to accord due observance of section 500 of the transportation act, 1920, which indicates the purpose of the Congress "to promote, encourage, and develop water transportation, service, and facilities in connection with the commerce of the United States, and to foster and preserve in full vigor both rail and water transportation."

The general westbound application of the carriers proposed to blanket from a wide territory of origin, extending in some cases from the Atlantic seaboard to Colorado common point territory, traffic of like kind to Pacific coast terminals under one and the same rate. To the intermountain region rates from points in this territory of origin were to continue on the present basis, graded roughly according to the respective lengths of the hauls. We found that the proposed rate structure, taken in connection with the proposed continuance of graded rates to intermediate destinations, created undue prejudice and disadvantage and violated section 3 of the act. This application was accordingly denied.

Two applications were granted. One related to eastbound commodities moving, rail and water, mainly from California, to the New York piers of the Southern Pacific Co. The lower rates proposed to the New York terminal are not blanketed from the points of origin but are made on the Pacific port combinations. An application to apply lower rates on sulphur from Texas and Louisiana points to California and north Pacific coast terminals was also granted.

In all these applications we felt obligated to take account of collateral losses of revenue which might accrue from the establishment of the proposed lower terminal rates. The showing made by the carriers in this respect was deficient so far as the general westbound application was concerned.

We also denied the applications to continue on wool, eastbound, lower rates from Pacific coast terminals than from intermediate points, holding that the carriers had not shown the proposed terminal rates to be reasonably compensatory. One minor application on ixtle and sisal from Gulf ports and three on green coffee from Atlantic and Gulf ports, were also denied.

CONSOLIDATION OF RAILROADS.

Hearings have been held at Washington and in the Southeast with respect to rail carriers operating in that region which under our tentative plan of August 3, 1921, 63 I. C. C. 455, should be considered in connection with systems No. 10, Southern; No. 11, Atlantic Coast Line-Louisville & Nashville; and No. 12, Illinois Central-Seaboard, or in connection with such alternative systems as might be proposed. The latest of these hearings were held in October.

The next hearings will be with respect to rail carriers in the Northwest, principal among which are the Chicago, Burlington & Quincy; Chicago, Milwaukee & St. Paul; Northern Pacific; and Great Northern.

INTERCHANGEABLE MILEAGE TICKET INVESTIGATION.

By an amendment to the interstate commerce act approved August 18, 1922, we are directed "to require, after notice and hearing, each carrier by rail, subject to this act, to issue at such offices as may be prescribed by the commission interchangeable mileage or scrip coupon tickets at just and reasonable rates, good for passenger carriage upon the passenger trains of all carriers by rail." The amendment provides that we may in our discretion exempt from the provisions of this law, either in whole or in part, any carrier where the particular circumstances shall justify such exemption. We are also empowered to require the issuance of interchangeable tickets in such denominations as we may prescribe and to prescribe such reasonable rules and regulations for the issuance and use of the tickets as in our judgment the public interest demands.

Pursuant to the requirements of this amendment we instituted an investigation. Hearings were had, and the case was set for argument.

INCREASE IN LOCOMOTIVE-INSPECTION FORCE.

The work of our bureau of locomotive inspection, outlined in another chapter of this report, has been restricted by insufficient appropriations and an inadequate force of inspectors to meet the requirements of the law. The original act of February 17, 1911, related only to the locomotive boiler and its appurtenances and provided for the appointment of 50 inspectors, to be assigned to as many inspection districts. The amendment of March 4, 1915, extended the act to the entire locomotive and tender and all of their parts and appurtenances. By the provisions of the act it is unlawful for any carrier to use any locomotive engine propelled by steam power in moving interstate or foreign traffic unless the entire locomotive, including the boiler, tender, and all parts and appurtenances, is in proper condition and safe to operate, without unnecessary peril to life or limb. Each inspector must make personal inspection

of the locomotives under his supervision from time to time, as may be necessary, and must order out of service any locomotive found to be in unserviceable condition.

From approximately 63,000 locomotives at the date of the original act the number in service has increased to something over 70,000 at present, operated by 941 railroads, not including subsidiary lines of the larger systems, on approximately 265,000 miles of track, and housed or repaired at about 4,600 places. In addition to the extended application of the act and the increase in number, locomotives have increased in size, tractive power, and mechanical complexity. In the latter respects alone an increased responsibility is imposed, a wider mechanical knowledge on the part of the inspectors is required, and a greater amount of time is necessarily consumed in the inspection of each locomotive.

The act provides that the total amounts directly appropriated to carry out its provisions shall not exceed for any fiscal year the sum of \$300,000. The appropriation for the fiscal year ended June 30, 1922, was \$290,000, and expenditures were kept within that amount only by curtailing the activities of the inspecting force to the detriment of the service. A like appropriation is made for the current fiscal year, to be expended, pursuant to the antideficiency act of February 26, 1906, in monthly allotments of \$24,166. 66. Because of the emergency brought about by the recent shop-crafts strike, deficiencies were incurred for the months of July, August, and September, 1922, which must be recouped by further curtailment of the work of the bureau.

During the last session of the Congress the President recommended that 35 additional inspectors be authorized, with an increased appropriation, but the necessary legislation was not enacted.

When it is borne in mind that motive power is the heart of transportation, and that the work of the inspectors is directly in the interest not only of the personal safety of employees and travelers but also of the essential efficiency of our transportation agencies, the importance of maintaining the work of the bureau at the highest attainable standard can readily be comprehended.

ADVANCEMENT OF AUTOMATIC TRAIN-CONTROL WORK.

In our last annual report we stated that arrangements had been made by our bureau of safety and a joint committee of the American Railway Association for observations under service conditions of three automatic train-control devices of the intermittent electrical contact, or ramp, type. These observations, made during the period from May, 1921, to March 31, 1922, disclosed that 148.8 miles of road, 276.6 miles of track, 142 engines, 276 indication points, and 275 signals were equipped. The engines travelled 721,581 miles in the equipped zones, and the total number of operations observed was

659,875. The tests demonstrated that automatic train-control devices observed have been developed to the point where now they are practicable under actual service conditions; that they perform their intended functions and that, when properly installed and maintained, they increase the safety of train operation. During the tests some features undesirable from an operating standpoint were disclosed, but these can be corrected as the devices are installed and utilized on a more extensive scale.

In June, 1922, we adopted specifications and requirements for the installation of automatic train-stop or train-control devices and ordered 49 carriers to install upon a full passenger-locomotive division, included within designated portions of their respective lines, a device in accordance with these requirements. We have not recommended any particular device or any particular type. The specifications are drawn so as to establish fundamental safety requisites, leaving to the carriers the selection of any device which will meet the requirements.

The act requires that such order be issued and published at least two years before the date specified for its fulfillment. The carriers requested additional time within which to make further tests and we allowed a further period of six months. In view of the additional time granted, the years of study and experimentation already devoted to the subject of automatic train-control, and the growing need therefor, it is expected that our order will be complied with promptly. Under our order the installation must be completed by January 1, 1925.

In addition to devices of the ramp type, a number of roads are now installing induction devices for test purposes. These are non-contact devices which depend upon the effects produced upon apparatus on the locomotive by magnets, or inert elements, placed between or outside the running rails. They are, like ramp-type devices, intermittent in their action; that is, impulses are transmitted to the locomotive from roadside apparatus only at certain selected points. Devices of intermittent type are generally devices to compel obedience to stop indications of fixed wayside signals or, where speed control features are incorporated, to compel obedience to caution indications of such signals by automatically bringing the train down to a predetermined safe speed.

The need for automatic train-control devices has been further emphasized since January 1, 1922, by our investigation of six serious train accidents resulting from nonobedience to automatic block signals. These accidents resulted in the death of 50 persons and injury to 488 others. Occurrence of accidents of this character will undoubtedly continue unless automatic devices to compel obedience to signals are installed.

STUDIES IN EFFICIENCY AND ECONOMY.

The interstate commerce act requires that in adjusting rates and in determining what percentage of property value constitutes a fair return we shall have in mind "honest, efficient, and economical" management. To go into the question of efficiency of management in a thoroughly effective way would necessitate an organization of experts especially qualified to investigate the numerous and complex phases of railroad management, such as shop methods, locomotive performance, road and terminal operation, maintenance of way and structures, purchasing, and many others. This would involve a large additional appropriation and would in some degree duplicate the work of the technical staff of the railroads. We have not been convinced that we are called upon to engage in the study of operating efficiency upon this elaborate plan. We have undertaken, however, to emphasize to a greater degree than heretofore the systematic comparison of operating results through statistical reports. Progress in this direction is detailed in the account of the work of our bureau of statistics in another part of this report. We have also given attention to plans for improving the efficiency of the national transportation system by a more effective coordination of the various transportation agencies.

The subject of terminal expense is one of growing importance because of the complexity of terminal operation incident to commercial and industrial activity concentrated in large and growing cities. Delays in transportation are traceable in the main to terminal handling, not to the line haul, and terminal expenses seem out of proportion to line-haul costs. Intensive study of terminal problems, long important, has become of first importance to the communities served, the shipping public, and the carriers. Methods of handling less than carload shipments must be developed which will materially reduce the present cost and delay. The need is no less in respect of carload shipments and the release and return of cars. Discussion of such methods would be unprofitable at this stage of our studies, but we note with approval the attention which carriers are giving to the subject. We are convinced that much can be accomplished along these lines and that the carriers should accomplish it.

PUBLICATION OF SHIPPING LISTS.

Under paragraph (1) of section 25 every common carrier by water in foreign commerce whose vessels are registered under the laws of the United States is required to file with us schedules showing for each of its steam vessels intended to load cargo at ports in the United States for foreign destinations (a) the ports of loading, (b) the dates upon which such vessels will commence to receive freight and dates

of sailing, and (c) the route and itinerary such vessels will follow and the ports of call for which cargo will be carried.

By paragraph (3) we are authorized to make regulations governing the manner and form in which this information shall be furnished. We are also required to publish in compact form, for the information of shippers of commodities throughout the country, the substance of such schedules, and to furnish the publications to all railway carriers subject to the act in such quantities that they may supply a copy to each of their freight agents in specified cities and towns, the intent being that each shipping community sufficiently important, from the standpoint of the export trade, to be so specified by us, shall have opportunity to know the sailings and routes and to ascertain the transportation charges of such vessels engaged in foreign commerce.

By circular of March 22, 1920, we requested rail carriers to furnish certain information which would aid us in designating the points at which our publications should be maintained and through export bills of lading issued.

The regulations under paragraph (3) governing the manner and form in which the carriers by water should furnish the information specified in paragraph (1) were prescribed by our Foreign Commerce Order No. 1 of April 5, 1920.

The difficulties encountered in publishing and distributing this information in such form as to meet the intention of the Congress as stated in paragraph (3) were considered on numerous occasions. At the same time we were considering the form of the through bill of lading which we were required under paragraph (4) to prescribe for use in connection with export shipments from the places specified by us. This has since been prescribed.

On January 12, 1922, we issued Foreign Commerce Order No. 2, designating certain points on the lines of the railroads named as the points at which our publications of the sailings of the vessels of the water carriers should be made available and at which through export bills of lading should be issued.

By Foreign Commerce Order No. 3, dated May 13, 1922, canceling Foreign Commerce Order No. 1, we directed common carriers by water in foreign commerce to file on or before July 1, 1922, schedules giving the information required by paragraph (1) of section 25. At the same time, by Foreign Commerce Order No. 4, we directed carriers by railroad to file on or before July 1, 1922, a list of stations on their respective lines which from the standpoint of export trade were of sufficient importance to be specified as points at which our publications should be made available. In response to this order the rail carriers designated over 3,500 stations covering all sections of the United States.

On July 20, 1922, we issued Schedule of Sailings No. 1, comprising the substance of the information furnished by the water carriers. Suf-

ficient quantities of this publication were furnished to the rail carriers for distribution to their agents at the points which we have specified. Schedule of Sailings No. 2, a much more comprehensive publication than the first, was issued on October 10, 1922, and contains, in addition to the sailings of privately owned steam vessels under the United States registry, the sailings of the vessels of the United States Shipping Board. For the present we shall continue monthly publication.

We have given careful consideration to the matter of these publications. Schedules of sailings, routes of vessels, names of vessels on particular routes, and itineraries fluctuate greatly. Changes are made daily and the volume of fluctuations is influenced by conditions of excess ocean tonnage and other factors over which we have no possible means of control. Having in mind the time necessarily consumed in obtaining the data from carriers by water, compiling and printing schedules, and distributing them to the public through the general and local offices of carriers by rail as prescribed by law, it is obviously impossible to put out a publication of sailings that may in any sense be taken as authoritative and dependable. Numerous changes are made during every 24-hour period, and information that may be wholly accurate and reliable upon the date of its transmission to us may be entirely inaccurate and misleading before it reaches the public.

This is particularly true with respect to monthly publications; but the expense of compiling, printing, and distributing them is such that we have been unable to issue them more frequently. Moreover, the use made of these publications would not justify more frequent issue. We have found upon inquiry of the foreign freight agent of one eastern trunk-line carrier that, from reports made to him, the use of our publications thus far had been confined to nine points upon this carrier's rails, whereas at 25 other points on its rails apparently no use had been made of them up to September 1.

The United States Shipping Board publishes a monthly schedule of sailings of its own vessels, and there are numerous weekly publications of the sailings of privately owned vessels. By reason of their more frequent publications, these schedules are kept more fully up to date than is possible with our monthly publication.

Paragraph (2) provides also that the water carrier, upon receipt of advice from the rail carrier that the quoted rate has been firmly accepted, shall make firm reservation of unsold space and shall so advise the rail carrier, including the latest available information as to prospective sailing date of such vessel. It would seem that the intent of Congress would be better effectuated if the rail carrier in the first instance, upon application of a shipper, should request the water carrier to furnish the information which under paragraph (1) is to be filed with us. Information obtained in this manner would

be more accurate and up to date than that contained in our monthly publications.

For these reasons we feel justified in recommending that the section be so amended as to relieve carriers by water in foreign commerce from filing with us the data required by paragraph (1) of the section and also relieve us from the duty of preparing and issuing the publications.

BUREAU OF FINANCE.

CERTIFICATES OF PUBLIC CONVENIENCE AND NECESSITY.

Under the provisions of paragraphs (18) to (22) of section 1 of the interstate commerce act, 100 applications for certificates of public convenience and necessity were filed. Of these, 53, covering 2,941.28 miles of line, were for authority to construct new lines or to extend existing lines, and 47 were for authority to abandon mileage aggregating 808.46 miles of line.

We issued 57 certificates, of which some were in respect of applications made during the preceding year, 27 covering 446.33 miles of new construction and 30 authorizing abandonment of 526.53 miles of line, and denied 11 applications, 6 covering 259.35 miles of new construction and 5 seeking authority to abandon 78.82 miles of line; 12 applications, 7 covering the construction of 175.4 miles of line and 5 for authority to abandon 100.44 miles of line, were withdrawn.

On May 8, 1922, we rescinded the following conference ruling adopted April 8, 1921:

That the applications which must be made to the commission for certificates of public convenience and necessity under paragraph (18) of section 1 of the interstate commerce act are confined to new lines of railroad and extensions of lines of railroad to be constructed, or put in operation in interstate or foreign commerce, by carriers subject to the act, subsequent to the effective date of the paragraph, and to lines of railroad in existence prior to that date which were not then being used in interstate or foreign commerce, except that the term "abandon" as used in the paragraph applies to any line of railroad or portion thereof owned or operated by a common carrier subject to said act, and means entire cessation of operation thereof in interstate or foreign commerce; and that any such certificate granted by the commission applies to the property covered thereby, regardless of any change in the owner or operator of the property which may take place after the certificate is granted.

That it is not necessary to secure from the commission a certificate of convenience and necessity for the acquirement of an ordinary trackage right; or for the discontinuance of the use of such trackage right, provided such discontinuance does not result in withdrawal of all service to the public upon the road or part of road over which such trackage right is exercised.

The policy and practice of enlisting the cooperation of the State commissions in cases arising under paragraphs (18) to (22) of section 1 of the act has been continued with mutually satisfactory results. In 24 cases hearings have been held for us by State commissions during the year, and in the majority of such cases we have followed the recommendations of the State authorities.

An important decision as to certificates authorizing abandonment was rendered by the Supreme Court of the United States in *State of Texas et al. v. United States, Interstate Commerce Commission et al.*, 258 U. S. —, the substance of which appears in that portion of this report relating to the bureau of law.

The question whether, under paragraphs (4) to (8), inclusive of section 5 of the interstate commerce act, two or more carriers may consolidate their properties either with or without our approval, pending the adoption by us of a complete plan of consolidation, is undetermined. As stated in our last report, the statute does not expressly provide for such consolidations during the interval which must elapse before adoption by us of a complete plan of consolidation. As an interpretation of the statute which would prohibit all consolidation in the meantime might work harshly and fail to meet the underlying intent of the Congress, it is desirable that the matter should be clarified by appropriate amendment of the statute.

A list of certificates issued during the year will be found in Appendix G.

ACQUISITION OF CONTROL OF ONE CARRIER BY ANOTHER CARRIER.

Paragraph (2) of section 5 authorizes us to approve, by order, the acquisition by one carrier of the control of one or more carriers either by lease, or by purchase of stock, or in any other manner not involving the consolidation of such carriers into a single system. Under this paragraph, 28 applications have been filed and 24 authorizations have been issued. Several important acquisitions have been brought about.

The procedure governing applications under this paragraph has been revised, and simplified requirements were adopted by our order of September 1, 1922.

A list of the authorizations issued during the year is contained in Appendix G.

CONSOLIDATION OF TELEPHONE COMPANIES.

Under paragraph (9) of section 407 of the transportation act, 1920, as amended, we have received and granted 13 applications of competing telephone companies for authority to merge their properties.

Procedure governing applications of this nature was prescribed by order of November 4, 1921.

A list of authorizations issued will be found in Appendix G.

RECOVERY OF EXCESS NET RAILWAY OPERATING INCOME, GENERAL RAILROAD CONTINGENT FUND.

Preliminary to the determination and recovery of excess income under the provisions of paragraphs (5) to (16), inclusive, of section 15a of the interstate commerce act, orders dated January 16 and

March 16, 1922, were served on all carriers subject to the provisions of that section requiring each carrier to report the amount of its net railway operating income for the applicable period ended December 31, 1920, and the year ended December 31, 1921; the value of the railway property held for and used by it in the service of transportation; the net railway operating income in excess of 6 per cent of the value of the railway property; and to remit to our secretary one-half of the excess income received, if any. Returns have been received from all large and many small carriers. Compliance with the orders is still the subject of correspondence with some of the small carriers.

Returns were filed by 739 carriers for the applicable period ended December 31, 1920, of which 17 reported an aggregate of \$737,567.29 net railway operating income in excess of 6 per cent of the value of the railway properties as reported. For the year ended December 31, 1921, returns were filed by 692 carriers, of which 21 reported an aggregate of \$696,944.26 net railway operating income in excess of 6 per cent of the value of the railway properties as reported. Of the carriers reporting excess income, 7 reported an aggregate of \$50,475.72 and remitted one-half of the amount to us to be placed in the general railroad contingent fund. We are giving consideration to all returns which indicate that excess income was earned, with a view to early determination of the property values and ascertainment of the excess income recoverable.

A number of electric interurban railway companies have claimed exemption from the provisions of section 15a on the ground that they are not operated as part of general steam-railroad systems of transportation or engaged in the general transportation of freight. Investigation shows that these lines offer a great variety of conditions with respect to the handling of freight. In construing the words of the statute, "general transportation of freight," we have taken into consideration not only the holding out of the carriers by means of tariffs and otherwise to handle freight, but in addition the extent of their actual freight service. With the increased participation by electric interurban railway companies in the general business of transportation, lines now considered exempt from the provisions of paragraphs (5) to (16), inclusive, of section 15a of the act may later come within their scope.

The question whether the general railroad contingent fund created under section 15a is subject to the statutes applicable to public funds of the United States was submitted to the Attorney General. He ruled that moneys received as excess railway operating income are not public moneys in the sense that they should be covered into the Treasury of the United States and that we have power to deposit the fund in our name and subject to our draft in banks or trust com-

panies designated by the Secretary of the Treasury as Government depositaries; but that our accounts relating to the administration of the contingent fund are subject to audit by the General Accounting Office.

ISSUANCE OF SECURITIES, ASSUMPTION OF OBLIGATIONS.

We have received 195 applications under section 20a of the interstate commerce act and we have authorized the issue of securities and the assumption of obligations and liabilities in respect of securities of others in the following aggregate amounts and for the following purposes:

Preferred stock:

For new money.....	\$25,132,100.00
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Common stock:

For new money.....	19,454,575.00
For conversion.....	51,965,500.00
For acquisition of additional lines.....	382,000.00
For reorganization purposes.....	{ 13,960,000.00
	1 62,500

Total stock	{ \$110,894,175.00
	1 62,500

Bonds—mortgage:

For new money.....	176,896,000.00
For refunding.....	291,818,900.00
For reimbursement for capital expenditures out of income.....	37,029,400.00
For pledge.....	52,249,000.00

Total.....	<u>557,993,300.00</u>
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In reorganization:

For new money.....	6,479,500.00
For refunding.....	33,664,500.00
For pledge.....	9,163,000.00

Total.....	<u>49,307,000.00</u>
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Total bonds.....	607,300,300.00
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Debentures:

For new money.....	700,000.00
For extensions.....	{ 14,118,000.00
	2 69,760,500

Total debentures.....	{ 14,818,000.00
	2 69,760,500

Notes:

For money.....	23,491,547.23
For pledge.....	600,000.00
For reorganization purposes.....	850,000.00

Total notes.....	24,941,547.23
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¹ Shares of stock without nominal or par value.

² French francs.

Equipment trust certificates.....	\$125, 910, 490. 00
Receivers certificates.....	5, 855, 198. 00
Total securities.....	<div style="display: flex; align-items: center;"> <div style="border-left: 1px solid black; padding-left: 5px; margin-left: 10px;"> 889, 719, 710. 23 ² 69, 760, 500 </div> </div>

Under paragraph (9) of section 20a, certificates of notification of the issue of notes maturing within two years, in the aggregate sum of \$54,141,584.15, were filed.

The Illinois Central Railroad Co. and the Chesapeake & Ohio Railway Co. made applications for authority to issue preferred capital stock, the proceeds from sale of which are to be used in making additions and betterments to their properties. These applications constitute encouraging indications, inasmuch as of late years it has been generally the practice to finance additions and betterments through sale of bonds carrying fixed charges. Both applications have been granted.

Revised regulations governing the filing of applications for authority to issue securities and to assume obligations and liabilities in respect of the securities of others, together with prescribed forms of reports, were issued under date of May 25, 1922.

Under the law as it now stands we have no jurisdiction over the issue of securities of a "street, suburban, or interurban electric railway which is not operated as a part of a general steam railroad system of transportation." Certain electric railways independently operated are engaged in the general transportation of freight in interstate commerce in addition to the transportation of passengers. Some electric lines correspond substantially to steam roads in all important particulars except that of motive power. Unless such lines are held not to be "street, suburban, or interurban" electric railways, they are not subject to our jurisdiction under section 20a. Under section 15a of the act we are given authority to include in groups of carriers for rate-making purposes such interurban electric lines as are engaged in the general transportation of freight. It is desirable that section 20a of the interstate commerce act be so amended as to also include explicitly electric railway companies engaged in the general transportation of freight.

Section 20a gives us jurisdiction over the issue of securities or assumption of obligations by corporations organized for the purpose of engaging in transportation by railroad subject to the act. In applying this provision we have taken the view that the issues of securities of a corporation authorized by its charter to engage in railroad transportation subject to the act are subject to our jurisdiction, although it may not be engaged in transportation service.

² French francs.

INTERLOCKING DIRECTORATES.

The provision of paragraph (12) of section 20a of the act making it unlawful for any person to hold the position of officer or director of more than one carrier unless authorized by us became effective January 1, 1922.

To aid us in the construction and administration of this provision, we held a hearing on November 30, 1921. Notice of this hearing was given to carriers generally, to State authorities, to various individuals to whom the statute was known to be applicable, and to the general public. The hearing was largely attended.

The term "carrier" as used in the statute embraces both operating and nonoperating railroad companies. It does not include carriers by water or foreign carriers. A nonoperating company may be a carrier within the meaning of the statute, but not unless it was organized for the purpose of engaging in transportation by railroad subject to the act, and in determining the purpose for which it was organized the provisions of its charter declaring its corporate purposes and conferring its corporate powers will ordinarily be controlling.

We have had to pass upon several cases in which the office of general counsel, general solicitor, or general attorney of the carrier has been held not by an individual but by a firm. A partnership should not be regarded as an entity separate and distinct from the partners composing it. An office when held by a firm has been and will be considered as held jointly and severally by the partners. The statute applies to each partner in a firm which holds an office with more than one carrier; and is applicable also to a partner in a firm which holds an office with but one carrier, if he holds as an individual the position of officer or director of another carrier.

The evils which the statute was designed to prevent arose mainly from interlocking relationships between operating carriers. The majority of instances in which authority has been denied have related to operating carriers, especially where there has been substantial competition for traffic between the carriers.

The effect of the statute can not be measured by the number of instances in which we have refused to grant authority. It was conceded by the railroad representatives present at the hearing mentioned above that as a general rule no person should be authorized to serve carriers having conflicting interests. Undoubtedly many persons, prior to January 1, 1922, relinquished their positions with carriers to the extent made necessary by the statute. This is substantiated by the fact that comparatively few applications for authority to serve competing carriers have been filed with us.

Our regulations governing procedure in cases of this nature were revised by our order of June 19, 1922. Formerly, applications could

be made either by interested carriers or by individuals. Under the revised regulations applications can be made only by the individuals concerned, and each application must be confined to one person. There is one exception. Where all the carriers involved may be regarded as parts of a single system, application may be made by an interested carrier in behalf of any number of persons for general authority to hold positions with any or all of the companies of the system.

We received 413 applications from individuals and 305 from carriers. There had previously been filed 17 applications by individuals and 14 by carriers, none of which had been disposed of. The total of 749 applications related to 2,349 different individuals, and 1,786 different carriers and companies. Seven individual applications and 3 carrier applications were withdrawn; 1 carrier application was wholly denied, and 408 individual applications and 308 carrier applications were granted in whole or in part, making a total of 727 applications, 415 individual and 312 carrier, of which disposition was made.

REIMBURSEMENT OF DEFICIT DURING FEDERAL CONTROL.

In our last report we stated that in the administration of section 204 of the transportation act, 1920, we had encountered some difference of opinion as to the proper interpretation of the term "deficit" as used in the statute. On November 4, 1921, a hearing was held on this question, in which representatives of certain short line carriers, the American Short Line Railroad Association, and the Railroad Administration participated. In *Construction of the Word "Deficit,"* 66 I. C. C., 765, decided February 9, 1922, we found that "deficit" as used in paragraph (a) of section 204 meant a deficiency or decrease in a carrier's railway operating income for that portion as a whole of the period of Federal control during which it operated its property privately, as compared with its average railway operating income for the corresponding months of the test period. This decision brought within the purview of the act 115 additional carriers which have filed claims, showing that they earned an income during the period of Federal control smaller than the average of that earned during the corresponding months of the test period. Including the carriers last mentioned, 344 have filed claims for reimbursement under section 204, claiming an aggregate amount of approximately \$25,000,000. It is our estimate that the amount to be certified in respect of these claims will be approximately \$15,000,000, of which \$5,093,350.69 has been certified to date.

Settlement has been effected with 83 roads and 17 cases have been dismissed. We think that practically all of these claims will be

settled during 1923, although some contested cases may not be settled until later.

A statement showing the carriers to which partial payments have been made, those with which settlements have been effected, the amounts paid, and a list of the cases dismissed will be found in Appendix G.

SIX MONTHS' GUARANTY AFTER TERMINATION OF FEDERAL CONTROL

In our last report it was shown that on or before March 15, 1920, 667 carriers had filed acceptances of the guaranty provisions of section 209 of the transportation act, 1920.

The accounting adjustments required by subdivision (f) of this section present many questions difficult of determination, notably that of the adjustment required by paragraph (3) relating to the amount to be fixed by us for maintenance of way and structures and maintenance of equipment during the guaranty period, following the rule set forth in the proviso in paragraph (a) of section 5 of the standard contract. Early in the guaranty period we issued a circular to carriers which had accepted the guaranty, inviting them to submit such representations as they might have to offer as to the proper method of adjusting maintenance expenses. By our order of October 18, 1920, we required carriers to furnish certain information to enable us properly to discharge the duty imposed upon us by this section. We also availed ourselves of the records of the Railroad Administration relating to the Federal control period.

It soon became apparent that settlements could not be based upon any rigid rule or formula, and that the allowance for maintenance must be fixed in the exercise of a reasonable judgment upon consideration of all the relevant facts and circumstances. This conclusion we announced in Final Settlement Under Section 209, finance docket No. 1606, decided December 15, 1921. In determining the allowance for maintenance pursuant to this conclusion we are using every available authority and source of information. Consideration is being given to the relevant facts presented by each carrier as to the differences in cost of labor and material in the territory in which it operates as well as elements peculiar to its operation.

We have not recognized some elements for which carriers contend allowances should be made. The most important of these is the alleged inefficiency of labor during the guaranty period as compared with the test period.

It is not our practice in adjusting charges for depreciation, retirements, or insurance to apply the factor representing the difference in cost of labor and material, as these charges do not change as market prices rise or fall. We have construed the proviso in the

standard contract to mean that a practicable settlement of these matters contemplates a determination of changes in the general levels of cost of labor and material beyond the carrier's control.

As shown in our last annual report, 547 of the 667 carriers which had accepted the guaranty provisions claimed an amount approximating \$818,000,000, by their returns filed in response to our order of October 18, 1920. An aggregate amount of approximately \$600,000,000 is claimed by 578 carriers which have filed returns conforming to the report and order of December 15, 1921, Final Settlement Under Section 209, *supra*. We find no occasion, however, to make any change in our estimate of the total amount probably payable under the guaranty as stated in our last report, viz, \$536,000,000.

Settlements have been effected with 119 carriers and 75 cases have been dismissed, as the respective companies were not considered by us to be entitled to the benefits of the guaranty. Practically all certificates issued since October 31, 1921, have been in settlement of claims. Of the amount estimated by us as necessary to make good the guaranty, viz, \$536,000,000, we have issued certificates in the aggregate amounts indicated below:

As advances under section 209 (h) and (i).....	\$263, 935, 874. 00
As partial payments under section 209 (g) and (i) as amended by section 212.....	168, 970, 412. 14
In final settlement under section 209 (g).....	17, 166, 759. 67
Total.....	450, 073, 045. 81

Leaving an estimated amount still payable to the carriers under section 209 of \$85,926,954.19.

We are endeavoring to effect settlements with carriers in the order in which returns were filed to our order of December 15, 1921, unless it is found that extreme emergencies exist in specific cases warranting preferential treatment. We have thus far assigned for accounting analysis 340 cases, which include the cases that have been settled but not those dismissed.

A list of carriers in whose favor certificates have been issued for advances, partial payments, and in settlement, as well as a list of cases dismissed, will be found in Appendix G.

LOANS TO CARRIERS.

Under section 210 of the transportation act, 1920, as amended, creating the revolving fund, the time during which applications for loans might be made expired February 28, 1922. Loans from the fund subsequent to that date have been and will be confined to applications so made. The aggregate amount of loans requested in pending applications is large, but it is not thought that the total amount of loans yet to be made will be substantial.

Because of changes in traffic conditions following the making of some of the earlier loans we have continued to receive and give consideration to applications for authority to expend portions of loans for purposes other than those for which such loans were made, and to make adjustments within the original loan purposes, and, generally, we have approved such applications. We have also received and acted upon applications for the release and substitution of collateral security for loans.

Appendix G contains a revised statement of the loans approved by us and a statement of the present status of the revolving fund. Out of the original appropriation of \$300,000,000 we have held out \$40,000,000 to cover claims and judgments arising out of Federal control as provided by the statute.

BUREAU OF ACCOUNTS.

The accounting examinations in determining the amounts due carriers under sections 204 and 209 of the transportation act, 1920, have been continued and have absorbed much of the time of the bureau. The accounts of 100 carriers presenting claims under section 204 and the accounts of 49 carriers seeking payments under the guaranty of section 209 have been examined. This special work has now decreased in volume to such an extent that it has been possible for the bureau to resume in part the general examinations of carriers' accounts which were customary prior to the period of Federal control. These general examinations in our judgment are of great importance. They afford a means, and practically the only means at our command, of insuring the truthfulness and accuracy of the financial and operating statistics which play so vital a part in our regulation of rates and charges and in our supervision of security issues. These general examinations will be made in increasing number as will examinations to determine recoverable railway operating income under section 15a of the interstate commerce act.

Substantial progress has been made by the depreciation section of the bureau in its investigation of the classes of depreciable property and the related percentages of depreciation which, under section 20, as amended by the transportation act, 1920, we are required to prescribe for carriers subject to the interstate commerce act. A vast amount of research is required. While work with respect to the several classes of carriers has gone forward concurrently, the investigation in the case of telephone properties has progressed to such a point that it will be possible in the near future to issue a tentative report to serve as a basis for public hearings prior to final determination of the matter. It is expected that similar tentative reports with respect to other classes of carriers will be issued from time to time.

In our last report reference was made to the contemplated revision of our accounting regulations to make them responsive to requirements imposed by new legislation and to improve them in the light of the experience gained in their practical application during the past eight years. The progress since made with respect to steam roads and carriers by water indicates that the revision as to these two classes of carriers will probably be completed in the near future.

As in the past, the bureau has assisted in other branches of our work. It has conducted several extensive accounting examinations for the Bureau of Inquiry, the Bureau of Finance, and others, and has undertaken similar research work in connection with investigations of rates and other matters instituted upon complaint or upon our own motion.

A reduction in the appropriation of the bureau made it necessary to restrict the number of field examinations in connection with the work of checking carriers' claims under sections 204 and 209. This has delayed the settlement of these claims to some extent as well as the completion of the special accounting work required by these provisions of the law. It has also prevented the enlargement of the bureau to the full extent which we have deemed necessary for the proper performance of our duties.

CERTIFICATION OF THE STANDARD RETURN.

Since the approval of the Federal control act we have certified the average annual railway operating income, commonly called standard return, of 597 carriers for the 3-year test period ended on June 30, 1917. We first made tentative certifications of the standard returns, based upon the reports of the carriers as filed with us, in order that the Director General of Railroads and the carriers might promptly have income figures to serve as a basis for adjustments of claims for just compensation. Later we reviewed the accounts of the carriers and found it necessary to correct the reported figures and tentative certifications for many of them. The results to date are as follows:

	Number of carriers.	Amount of standard return.
Corrected standard returns and tentative standard returns found to be correct by our review of the accounts of the carriers:		
Carriers having incomes.....	441	\$926,745,097.73
Carriers having deficits.....	73	2,407,628.13
Certifications now in tentative form:		
Carriers having incomes.....	63	21,588,386.32
Carriers having deficits.....	20	361,542.10
Total.....	597	945,564,313.82

It is probable that few of the certifications listed above as "now in tentative form" will be corrected. Many of the carriers for whom these tentative certifications were made have decided that their properties were not taken under Federal control, and in other cases the Director General of Railroads has settled the claims for just compensation under the Federal control act on bases other than the standard return. In both these classes of tentative certifications corrected figures are unnecessary.

BUREAU OF STATISTICS.

The organization and work of the bureau of statistics as described in detail in our last annual report has been continued during the past year. This bureau prepared the following publications and statements:

Annual.—1. Statistics of railways in the United States. 2. Preliminary abstract of statistics of common carriers.

Quarterly.—1. Summary of freight commodity statistics. 2. Accident bulletins.

Monthly.—1. Operating revenues and expenses of Class I steam roads. 2. Freight and passenger service operating statistics. 3. Freight and passenger train service unit costs. 4. Revenue traffic statistics. 5. Summary of reports of large telephone companies. 6. Wage statistics.

Additional emphasis has recently been put upon analysis and research. The development of statistical standards for judging of the adequacy of maintenance, the formulation of index numbers to show the effect of changes in wages and prices of materials upon the cost of railway operations, the separation of terminal and line costs, and a history of changes in wage rates and working conditions from 1918 to 1922 are among the subjects to which attention has been given.

The principal analytical work that is being done is the comparative study of operating averages. An examination is being made of the differences in results obtained by various railroads operated under similar conditions. Although it is difficult to reach final conclusions as to the honesty, economy, and efficiency of railway management from statistical tests in a central office, it is believed that a systematic effort to explain apparently abnormal results will prove of value both to the carriers and to the public.

Statistics drawn from our periodical publications will be found in Appendix C. These show the development of the steam roads in such items as mileage, equipment, book value, capitalization, revenues, expenses, income, and dividends. There are also included data relating to the tonnage of various kinds of commodities carried and the number and compensation of railroad employees by classes.

FORMAL DOCKET.

The formal complaints filed numbered 1,264, of which 1,127 were original complaints and 137 subnumbers, a decrease of 223 as compared with the previous period. We decided 791 and 222 have been dismissed by stipulation or on complainants' request, making a total of 1,013 disposed of, as compared with 1,021 during the previous period.

We conducted 1,862 hearings and took approximately 227,037 pages of testimony, as compared with 1,616 hearings and 185,111 pages of testimony during the preceding period.

The following statement shows certain facts with respect to the condition of our docket as of October 31 of the years indicated:

	1919	1920	1921	1922
Formal complaints filed.....	838	1,040	¹ 1,487	1,264
Cases at issue but not set for hearing.....	54	146	201	363
Cases set for hearing but not heard.....	184	92	205	109
Cases heard but not fully submitted.....	234	505	714	607
Cases submitted.....	274	385	445	671
Cases disposed of.....	598	620	1,021	1,013

¹ This includes approximately 900 complaints filed against the director general in the month of February, 1921.

INVESTIGATIONS.

A. OTHER THAN INTRASTATE RATE CASES.

The following investigations have been concluded:

Propriety of rates on bunker coal from all points of origin to all ports of the continental United States which are lower than the rates between the same points on similar kinds of coal for local delivery. 73 I. C. C. 62.

Divisions of joint rates, fares, and charges on traffic interchanged between the Nevada-California-Oregon Railway and its connections. 73 I. C. C. 330.

Specifications and requirements to be prescribed for the installation of automatic train-stop or train-control devices. 69 I. C. C. 258.

Divisions of joint rates, fares, and charges on traffic interchanged between the Kansas City, Mexico & Orient Railroad Co., Wm. T. Kemper, receiver, and the Kansas City, Mexico & Orient Railway Co. of Texas, and their connections. 73 I. C. C. 319.

Reasonableness of divisions received by the Brimstone Railroad & Canal Co. 68 I. C. C. 375.

Whether reparation should be awarded on the same basis in respect of transportation during Federal control before and after June 25, 1918. 68 I. C. C. 5.

Carload minima governing the transportation of lumber and lumber products between all points in the United States. 68 I. C. C. 98

Trackage agreements and arrangements between the Bingham & Garfield Railway Co. and the Utah Copper Co. Discontinued October 3, 1922.

Rules, regulations, and practices with respect to the issuance, transfer, and surrender of bills of lading. 66 I. C. C. 63; 66 I. C. C. 687.

Rates, rules, regulations, and practices of carriers governing transportation of live stock, fresh meats, and packing-house products. Discontinued October 9, 1922.

Practices of common carriers in leasing their facilities and other properties to shippers. 73 I. C. C. 671.

The following investigations are still open, but reports have been made as indicated:

Divisions of joint rates, fares, and charges on traffic interchanged between the Missouri & North Arkansas Railroad Co. and its connections. 68 I. C. C. 47.

For the purpose of determining whether and to what extent, if any, further general reductions in the rates, fares, and charges of rail carriers can lawfully be required by the commission. (Reduced Rates, 1922.) 68 I. C. C. 676; 69 I. C. C. 138; 73 I. C. C. 189.

Construction and repair of railway equipment. 66 I. C. C. 694, 727, 732; 69 I. C. C. 143, 151.

Rules and regulations for the prompt payment of transportation rates and charges to be prescribed under section 3 of the interstate commerce act, as amended by section 405 of the transportation act, 1920. 69 I. C. C. 351.

Allowances to short lines of railroad serving iron and steel industries. 68 I. C. C. 346.

Propriety and reasonableness of interstate rates on grain, grain products and hay, in carloads, between points in the western group, between points in the mountain-Pacific group, and between points in the western and mountain-Pacific groups, 69 I. C. C. 562.

In another investigation—i. e., Rules and regulations governing the transportation of inflammable and other dangerous articles—amendments to existing regulations were prescribed.

The following investigations are still open:

Propriety of the interstate rates and divisions of the Indian Valley Railroad on ores and concentrates.

Reasonableness of the rules governing the distribution of cars to coal mines, other than anthracite, for coal loading, and the ratings of such mines as the basis for the distribution of cars thereto.

Reasonableness of car-distribution rules applicable to privately owned coal cars and cars for railroad fuel coal.

Specifications and requirements for power brakes and appliances for operating power brakes upon locomotives and cars.

Interstate class rates in southern territory; between that territory and Mississippi River crossings, Ohio River crossings and points beyond in Illinois, Buffalo-Pittsburgh, and central territories; and between southern territory and Virginia cities and eastern points beyond in trunk line and New England territories.

Division of traffic between the Gulf & Northern Railway Co., Orange & Northwestern Railroad Co., and Gulf, Colorado & Santa Fe Railway Co.

Propriety of the rates on sugar, in carloads, from New Orleans and other producing points in Louisiana, Savannah, Ga., Boston, Mass., New York, N. Y., Philadelphia, Pa., Baltimore, Md., and other producing and distributing points on the Atlantic seaboard.

Rates and charges of express carriers subject to the interstate commerce act.

Routing of traffic over the lines of the Kansas City, Mexico & Orient Railroad Co., Wm. T. Kemper, receiver, and the Kansas City, Mexico & Orient Railway Co. of Texas.

Rates for the transportation of ordinary live stock, in carloads, from Nebraska points to Omaha and South Omaha, Nebr., Kansas City and St. Joseph, Mo., and Sioux City, Iowa.

Reasonableness of rates on coal from producing points in the States of Montana, Wyoming, Colorado, New Mexico, and points west.

Divisions between carriers of rates on bituminous coal to destinations in the States of Michigan, Ohio, Indiana, Illinois, and Wisconsin.

Senate Resolution 194, approved December 15, 1921, directing inquiry and report to the Senate upon the organization, management, and control of the Trans-Continental Freight Bureau, R. H. Countiss, agent.

Concerning rates for interchangeable mileage or scrip coupon tickets.

Reasonableness of rates on bituminous coal from points in Virginia, West Virginia, Kentucky, and Tennessee to points in Virginia, North Carolina, South Carolina, Georgia, and Florida.

Consolidation of the railway properties in the United States into a limited number of systems.

Regulations governing the making and offering of nominations for appointment of members of the Railroad Labor Board and determining what classes of officials of carriers shall be included within the term "subordinate official," under the provisions of sections 300 to 313, both inclusive, of the transportation act, 1920.

History, financial operations, accounts, and practices of the Western Pacific Railway Co., the Denver & Rio Grande Railroad Co., the Western Pacific Railroad Co., and the Denver & Rio Grande Western Railroad Co.

Rates, rules, and practices of carriers engaged in the transportation of salt from Saltair, Utah, and other points on the line of the Inland Railway Co., and as to the relationship between the Inland Crystal Salt Co., Inland Railway Co., and the Salt Lake, Garfield & Western Railway Co.

Propriety of divisions, rules, regulations, and practices of the Sugar Land Railway Co. and of its connections.

Charges of common carriers subject to the interstate commerce act for wharfage, handling, storage, and other accessorial services at south Atlantic and Gulf ports.

Transportation of strawberries by express, in carloads, in passenger trains from Florida to northern markets.

Reasonableness and propriety of allowances of mileage for Mississippi River crossings at Vicksburg and Natchez, Miss., Angola, Baton Rouge, Avondale, and New Orleans, La.

Propriety of rates, charges, practices, rules, regulations, ratings, classifications, carload minima, and differentials for hauls over two or more lines, and of bridge tolls or charges applicable on traffic between Memphis and points in Arkansas and contiguous territory in Missouri and Oklahoma.

Whether the Washington Railway & Electric Co. is a carrier subject to the interstate commerce act over whose depreciation charges we have jurisdiction.

B. INTRASTATE RATE CASES.

Proceedings instituted by us, under section 13 of the act, and reports made as indicated.

In the matter of:

Intrastate charges for the transportation of passengers in sleeping and parlor cars between points in the State of Georgia. 69 I. C. C. 623.

Rates, fares, and charges of the Pennsylvania-Ohio Power & Light Co. within the States of Ohio and Pennsylvania. 64 I. C. C. 493.

Intrastate passenger fares of the Chicago, Lake Shore & South Bend Railway Co., between points in the State of Indiana. 69 I. C. C. 180.

Intrastate rates and charges in the State of Oklahoma. 69 I. C. C. 635.

Rates, fares, and charges of the Steubenville, East Liverpool & Beaver Valley Traction Co., within the States of Ohio and Pennsylvania. 64 I. C. C. 517.

Rates on and classification of fresh peaches within the State of New York. Discontinued July 24, 1922.

The following investigations are still open, but reports have been made at different times as indicated:

Intrastate rates within the State of Illinois. 59 I. C. C. 350; 60 I. C. C. 92; 66 I. C. C. 350; 69 I. C. C. 562.

Rates, fares, and charges applicable between points in the State of Indiana. 60 I. C. C. 337; 62 I. C. C. 648; 64 I. C. C. 645.

Intrastate rates and fares of the Gulf, Colorado & Santa Fe Railway Co. and other carriers in the State of Texas. 60 I. C. C. 421; 62 I. C. C. 591; 64 I. C. C. 197; 68 I. C. C. 25.

Intrastate rates, fares and charges in the State of Kansas. 62 I. C. C. 440; 64 I. C. C. 679.

Intrastate rates, fares, and charges of the Missouri Pacific Railway Co. and other carriers in the State of Arkansas. 59 I. C. C. 471.

Intrastate rates, fares, and charges of the Union Pacific Railroad Co. and other carriers in the State of Nebraska. 60 I. C. C. 305; 69 I. C. C. 644.

Intrastate rates and fares of the Chicago, Burlington & Quincy Railroad Co. and other carriers in the State of Montana. 60 I. C. C. 61; 61 I. C. C. 500.

Intrastate rates, fares, and charges of the Morgan's Louisiana & Texas Railroad & Steamship Co. and other carriers in the State of Louisiana. 60 I. C. C. 467.

No reports have been made in the following investigations:

In the matter of—

Intrastate rates of the American Railway Express Co. on milk and cream between points in the State of Indiana.

Intrastate rates on bituminous coal within the State of Ohio.

Intrastate rates of the Terminal Railroad Association of St. Louis and other carriers within the State of Illinois.

Intrastate cement rates of the Atchison, Topeka & Santa Fe Railway Co. from Sugar Creek, Mo., to Kansas City, Mo.

Intrastate rates on railroad crossties within the State of Illinois.

Rates for berths, drawing rooms, compartments, and seats in sleeping and parlor cars of the Pullman Co. in the State of Louisiana.

Regulations prescribed by the Railroad Commission of Texas requiring carriers to slot stock cars for transportation of water-melons in Texas.

Intrastate rates of the American Railway Express Co. between points in the States of Texas, Georgia, Illinois, Montana, Utah, Idaho, Nevada, Arizona, South Dakota, Arkansas, Oklahoma, North Dakota, and California.

Minimum carload weight on shipments of hogs within the State of Iowa.

Intrastate class rates in the State of Mississippi.

Intrastate rates on sand, gravel, crushed stone, and vitrified paving blocks within the State of Ohio.

BUREAU OF INFORMAL CASES.

The number of informal complaints received was 4,371, a decrease of 3,440. The Director General of Railroads and carriers filed 4,692 special docket applications for authority to refund amounts collected under the published rates, admitted by them to have been unreasonable, an increase of 2,342. Orders authorizing refund were entered in 3,239 cases, an increase of 1,950, and reparation thereon was awarded in amounts aggregating \$1,257,866.36. In addition, 591 cases were dismissed or otherwise disposed of without orders. The bureau also handled approximately 165,000 letters, an increase of 73,500. Many of these had the characteristics of complaints, although not so classified. Others sought general information and informal rulings upon the rights and obligations of the public and common carriers under existing statutes.

The amendment of February 24, 1922, to the transportation act, 1920, extending the period for filing with us complaints growing out of the period of Federal control in respect of overcharges above the legal tariff charges, largely accounts for the increase in the number of letters received.

BUREAU OF TRAFFIC.

Our activities of an administrative character dealing with the various kinds of charges for transportation and transmission, including rules and regulations affecting those charges, are largely centered in this bureau. In our last report the progress toward rate revision and reduction following the general increases of 1920 was outlined. The current year has continued to be one of transition, readjustment, and reduction. As indicated by specific figures in the chapters of this report covering sections of the bureau, the number of freight rate changes proposed and made was the greatest in the history of American railroads. In addition to the general reduction on July 1 of all freight rates not previously reduced since 1920, thousands of readjustments of rate relationships disturbed by general changes during war years have been made. Many individual situations have also been revised to remove inequalities and discriminations.

Efforts to settle rate controversies without litigation through correspondence and conferences with shippers and carriers have been continued with considerable success, and in so far as practicable will be extended, thus avoiding much delay and existing expense to the shippers, the carriers, and the Government. As in the preceding year, a liberal policy has been pursued in dealing with proposed rate changes, it being our practice to permit tariff publication upon less than the statutory notice of 30 days wherever the proposed rates or regulations appear likely to facilitate the free movement of com-

merce and correct improper adjustments; but in many cases where the interests of competing shippers, carriers, or communities might be adversely affected, it has been necessary to deny applications for short-notice permission. In dealing with proposed changes we have endeavored to follow a constructive policy, having in mind the needs of industry and commerce for rates as low as conditions will permit, and also the requirement of the statute that rates be so adjusted that carriers as a whole in each of the rate groups designated by us will, under proper management and maintenance, earn an aggregate annual net railway operating income equal, as nearly as may be, to the fair return contemplated by law.

Due to the rapid and extensive rate changes of the past five years, the tariff situation, already complicated, has become more complex, and special efforts toward simplification of tariffs are being made in conjunction with committees representing carriers and shippers, it being our aim to lessen the expense of tariff publication and to facilitate ready determination by all concerned of the legal charges.

SECTION OF TARIFFS.

There were filed 135,433 tariff publications, and 2034 were tendered for filing and rejected because of failure to give the notice required by law. Those filed represent an increase of 31,685 over the preceding year. During June approximately 34,000 tariff publications comprising in the aggregate 375,397 pages were filed, most of them in compliance with our findings in Reduced Rates, 1922. To afford shippers the benefit of the reduced rates at the earliest possible date and to minimize the expense to the carriers, these reduced rates were allowed to be filed on short notice, the commission waiving its rules governing the construction of tariffs for the purpose, with the proviso that within a specified period new tariffs must be filed conforming with our rules.

The certificates of concurrence and powers of attorney filed numbered 98,082. Applications under the sixth section of the act for leave to publish tariffs on less than statutory notice aggregating 5,475 have been passed upon, an increase of 866 over the preceding period. Those favorably acted upon were 4,727 and denial orders were entered to cover the remainder. Eight thousand five hundred and thirty-seven rate memoranda have been prepared for our use or for the use of inquiring shippers, carriers, and other branches of the Government, including the Federal traffic board. In addition thereto, there have been numerous daily informal calls for rate quotations, classification ratings, and rules and regulations incident thereto.

There has been continued increase in the use of our duplicate tariff files to which the public has access.

SUSPENSIONS.

Upon the investigation and suspension docket 257 proceedings were instituted, an increase of 50 as compared with the preceding year. Of these, 226 proceedings were disposed of, an increase of 69. Rate readjustments were protested and suspension asked in 570 instances, an increase of 126 over the previous year. These protested adjustments often represent not only a number of rate schedules but many rates and many points of origin and destination. Of these protested rate adjustments 126 represented reductions and 444 increases.

In 181 cases we refused to suspend, in 33 the protests were received too late for action, in 39 the protests were withdrawn by the protestants, 9 were rejected as unlawful, and in 51 carriers withdrew the protested schedules prior to their effective dates. Of the rate adjustments representing reductions which were protested, 55 were suspended and 71 were not suspended.

Of the cases which were suspended 44 were disposed of through correspondence and conferences with the interested parties without the necessity of setting for formal hearing.

THE FOURTH SECTION.

The number of applications received was 180. The number of orders entered was 330, of which 237 were for permanent and 93 for temporary relief. Of the orders entered, 114 were in response to applications included among the 5,031 applications for authority to continue fourth section departures existing at the time of the passage of the amendment of June 18, 1910, and 216 were in response to applications filed subsequently. Applications withdrawn after correspondence with carriers numbered 65. Orders granting relief in whole or in part totaled 134; orders denying relief numbered 196. Applications assigned in whole or in part for hearing in connection with other proceedings numbered 167 and 436 applications or portions thereof were heard in independent fourth section proceedings.

In our last annual report we referred to applications filed by the transcontinental carriers for fourth section relief to establish rates from Atlantic and Gulf ports and interior defined territories to Pacific coast terminals, also from Pacific coast terminals to certain Atlantic ports, lower than rates from and to intermediate points. Numerous hearings were had on these applications at various points throughout the United States, including points in intermountain territory, where the greatest discriminations would occur in the event that the reduced rates at the farther distant points become effective. Our decision is discussed elsewhere in this

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report. Hearings have also been conducted during the past year upon Application No. 8835 of the transcontinental carriers for relief in respect to the rates on sugar from Pacific coast territory to Chicago, Ill., and territory in the vicinity thereof and intermediate thereto. This application was formerly considered in Fourth Section Violations in Rates on Sugar, 31 I. C. C. 511, and relief granted the applicant carriers to establish rates from California producing points to Chicago, Ill., lower than to intermediate territory to meet competitive conditions created at that point by the movement of sugar from the Atlantic seaboard. Upon the petition of the parties affected this application was reopened for further hearing and consolidated with other cases in a proceeding known as Sugar Cases of 1922, which involves most of the important sugar rate adjustments of the United States. The hearing has been completed and the matter will be argued and submitted at an early date.

DISPOSITION OF OLD FOURTH SECTION APPLICATIONS.

Relatively greater progress has been made in removing fourth section departures throughout the country than for a number of years. As above outlined, the carriers generally have been active in revising rates to correct maladjustments and establish more harmonious relationships, and in the process many existing fourth section departures have been removed. In addition, we are endeavoring to dispose of all remaining applications filed under the terms of the 1910 amendment to the fourth section. Three additional examiners have been assigned to conduct hearings on such applications and will continue on that work until all have been acted upon. Of the 5,031 applications filed under the terms of the 1910 amendment to the fourth section, 2,762 were disposed of in their entirety prior to December 1, 1921.

Some of the remaining 2,269 applications had been partially disposed of prior to that date. Hearings have been held on 313 of these remaining applications, and hearings on 99 more will be held before the end of this calendar year. As a result of correspondence, 90 applications have been disposed of. The remaining 1,767 applications are, for the most part, general in character, and many of the departures covered have been removed from time to time either by voluntary action of the carriers or by our orders entered in connection with formal cases.

A number of these general applications undoubtedly cover situations that are included in other general applications, but it is not possible to determine with exactitude the extent to which such duplication exists. It is therefore not possible to state accurately what percentage of fourth section departures covered by the original

5,031 applications remain for consideration, but it is estimated that approximately 75 per cent have been disposed of either by denial or approval after hearing and investigation.

The greater part of the departures protected by applications which have not been heard and considered comprise rates in eastern trunk line, southwestern, and southern territories. The class rates in southern territory generally are the subject of investigation in Docket No. 13494, Southern Class Rate Investigation. Numerous hearings in this matter have already been had, and others are in progress or are contemplated. It is expected that as the result of the report and order to be entered in this proceeding all departures existing in the class rates in this territory will be removed except where authorized by us in special cases. A similar revision of commodity rates in conformity with the fourth section is expected to follow promptly the class rate revision.

One section of the United States in which little or no revision of rates in contravention of the fourth section has been made is trunk line territory. The rates between points in that territory, on the one hand, and central freight association and New England territories, on the other, have not as yet received much consideration. These rates generally conform to the long-and-short-haul provision of the section over the direct lines, although there are departures over the circuitous routes.

We are considering the departures which exist in rates from and to New England territory, and hearings on nearly 50 applications covering such departures have just been concluded. The carriers have devised a tentative revision of the class rates in trunk line territory which has been submitted to the shipping public for its consideration. This revision is intended to bring about a more harmonious adjustment and to remove wholly or in large part existing departures from the provisions of the fourth section in that territory.

CLASSIFICATION OF FREIGHT.

The number of changes made in previous ratings are:

	Official.	Southern.	Western.
Increases.....	13	33	28
Reductions.....	48	110	74

This table does not include changes brought about by the publication of new ratings or revised packing requirements. Such changes may operate as both increases and reductions and the net result is often not susceptible of concrete statement. It will be noted that,

as in the period covered by our last report, the number of reductions in all territories is in excess of the advances. Of these reductions 13 were made in compliance with orders issued by us. There has been a considerable diminution in the number of formal complaints filed against classification ratings, as well as in the number of requests for suspension of proposed changes.

Progress toward uniformity of classification has been slow. The publication of the consolidated classification, showing in parallel columns the ratings applicable on identical commodities in the three major territories, has of itself been a strong influence toward uniformity. It serves in striking fashion to bring inconsistencies to the attention of shippers and carriers, with the result that many ratings which were out of line are gradually being made uniform.

We have said in previous reports that the two conditions that operate to prevent complete uniformity are the varying relationships which the lower classes bear to the first-class rate in different sections of the country, and the maintenance of a class scale of 8 classes in the official classification as against 10 classes in the southern and western classifications. The matter of correcting inconsistencies in class relationships in the southeast is now before us in the general investigation of class rates in that territory which we recently instituted. Tentative rate scales submitted to us in the course of the hearings held thus far show that the desirability of a uniform relationship between the classes is generally recognized by both shippers and carriers. The lines in official classification territory have not yet submitted to us for consideration a 10-class scale of rates and classification, in accordance with their announced intention at the time the first consolidated classification was made effective. They report that the delay has been due to the difficulty encountered in compiling a uniform scale of rates adaptable for trunk-line territory, but that the matter is still receiving their attention. The existing rate situation in trunk-line territory is referred to elsewhere in this report.

The revision of the southern classification undertaken by the southern carriers to meet suggestions made by us in the Consolidated Classification case, 54 I. C. C. 1, has been continued and considerable progress made. Carload and less-than-carload ratings have been established on 73 commodities which had hitherto been carried on an any-quantity basis, and in a new issue of the classification, filed with us to become effective on November 15, 191 new carload ratings are provided.

There has been no change in the situation with respect to State classifications since our last report, except that in the State of Mississippi the current southern classification, with some limitations, was substituted on July 15 for the previous Mississippi classification. The

official, southern, or western classification is now given intrastate application in all of the States except Nebraska, Iowa, Illinois, Alabama, Florida, Georgia, and Virginia, and in certain of these States the State classification is not greatly different from the general classification which would otherwise be applicable.

EXPRESS.

There has been little change in the express situation, and rates as increased in 1918, 1919, and 1920, with some modifications, are still in force. Following the general reduction in freight rates in July, an investigation upon our own motion was instituted with respect to the reasonableness of all existing interstate express rates. Hearings in this proceeding, known as docket No. 13930, will begin on November 20.

Hearings in the investigation of joint rates and routes between points on the American Railway Express Co. and the Southeastern Express Co. have been concluded and the case is set for oral argument before us.

RELEASED RATES.

Applications for authority to maintain rates dependent upon declared or agreed values, in accordance with section 20 of the interstate commerce act, were received to the number of 163. Among the principal commodities covered by these applications were ore and concentrates, household goods, and live stock chiefly valuable for racing, breeding, or show purposes. Orders granting such authority numbered 130.

BUREAU OF LAW.

On October 31, 1921, there were 34 cases involving our orders or requirements pending in the courts. During the year 10 cases have been instituted and 22 have been concluded, so that there are now pending in the different courts 22 cases. Of these, 5 are in the Supreme Court of the United States, 14 are in the district courts, 2 are in the Court of Appeals of the District of Columbia, and 1 is in the Supreme Court of the District of Columbia.

Of the 22 cases finally disposed of during the year, 8 were dismissed on motions of petitioners, 1 was discontinued upon motion of the parties, 2 were dropped from the docket because complainants did not take appeals from the final decrees of the district courts, 1 was dropped from the docket because our order involved was held to be valid by the Supreme Court in another case, 1 was dropped from the docket because of amendment to the interstate commerce act, 1 was dropped from the docket because of denial of writ of error and writ of certiorari by the Supreme Court, and 8 were decided

by the Supreme Court. Summaries of all the foregoing cases are shown in Appendix B.

The cases decided by the Supreme Court were:

Louisiana & Pine Bluff Railway Co. *v.* United States and Interstate Commerce Commission, 257 U. S. 114.

This case grows out of our order in Louisiana & Pine Bluff Divisions, 53 I. C. C. 475, following our findings in *ibid*, 40 I. C. C. 470. The carrier, known as a tap-line common carrier, contended that in making the order we acted arbitrarily and unreasonably because, in computing the mileage upon which the allowance to be paid by the trunk line to the tap line was based, we declined to include a back haul from the point of loading to the scales where the traffic was weighed. In holding this contention to be unsound the court said:

No claim is made here that the division allowed is so low as to be confiscatory. No claim is made that there was lack of notice or of opportunity to be heard before the commission, or that the proceedings before it were otherwise irregular. Nor could a claim that the order was unsupported by evidence be insisted upon. For only a part of the evidence taken before the commission was introduced. (*Id.* 116.)

* * * The contention is that weighing the car is an integral part of the transportation service * * *; and that to refuse to make an allowance for the out-of-line haul is arbitrary and so unreasonable as to invalidate the order. * * *

The contention that the order is invalid ignores both the nature of the proceeding before the commission and the findings upon which the order was made. The proceeding was one to remove unjust discrimination. The commission's decision is based upon a consideration both of general conditions and of the particular situation. * * * That the finding was supported by evidence we must assume in this proceeding. And not only does plaintiff fail to show that the conclusion reached was arbitrary; but additional findings in the report afford abundant reason why the out-of-line haul to the scales should not be allowed for in fixing the division. The commission finds * * * that "the evidence does not show that it is necessary that the shipments be weighed by the tap line rather than by the trunk line;" and * * * that allowing the larger division on these facts would place the plaintiff in a more advantageous position than any other tap line in that territory performing a similar service, and would "open the way, in the case of many tap lines, for a relocation of their track scales so as to require a long back haul, and in that way to lay a basis for divisions or allowances very materially in excess of those fixed by the commission for the distance covered by a direct movement from the mill to the junction." In other words, divisions that would operate as rebates. (*Id.* 117-118.)

Central Railroad Co. of New Jersey, et al., *v.* United States and Interstate Commerce Commission, 257 U. S. 247.

By our order in American Creosoting Co. *v.* Director General, et al., 61 I. C. C. 145, we required certain carriers, including the Central Railroad Co. of New Jersey and the Pennsylvania, which participated in certain joint rates and through routes, to remove what we found to be undue prejudice resulting from the granting of creosoting-in-transit privileges at points on the through routes in the

South and West and the refusal to grant a like privilege at Newark, N. J. In holding the order to be invalid, the court said:

* * * Under the rules of the commission governing the making, filing, and publishing of tariffs, privileges like creosoting in transit are treated as a matter local to the railroad on which the transit point is situated. Whether the privilege shall be granted or withheld is determined by the local carrier. If granted, the local carrier determines the conditions; and these are set forth in the local tariff. Although a joint through route with joint rates is established by concurrent action of several carriers, the transit privilege may thus be granted by a carrier without the consent of, and without consulting, connecting carriers. And the whole revenue received for use of the privilege is retained by the local carrier. The appellants did not participate in any way in establishing the transit privilege enjoyed by competitors of the Newark concern on lines of the southern and midwestern carriers; and none of those carriers is controlled by any of the appellants. But appellants did join with those southern and midwest railroads in establishing joint rates on forest products over routes which pass through the points at which this privilege prevails, and also through Newark. (Id. 255-256.)

Creosoting in transit, like other transit privileges, rests upon the fiction that the incoming and the outgoing transportation services, which are in fact distinct, constitute a continuous shipment of the identical article from point of origin to final destination. The practice has its origin partly in local needs, partly in the competition of carriers for business. The practice is sometimes beneficial in its results; but it is open to grave abuses. To police it adequately is difficult and expensive. Unless adequately policed, it is an avenue to illegal rebates, and seriously depletes the carriers' revenues. Railroad managers differ widely as to the policy of granting such privileges. The commission clearly has power, under section 1 of the act to regulate commerce, as amended, to determine whether, in a particular case, a transit privilege should be granted or should be withdrawn. For that section requires, among other things, that carriers establish, in connection with through routes and joint rates, reasonable rules and regulations. The commission might, therefore, acting under section 1, have directed the Central and the Pennsylvania to establish the creosoting-in-transit practice at Newark, if it deemed failure to do so unreasonable or unjust; or it might, in an appropriate proceeding, have directed the southern and midwestern carriers to discontinue the practice on their lines, if it deemed the granting of the privilege to be unreasonable or unjust. But it did neither. * * * (Id. 257.)

It is urged that while the undue prejudice found results directly from the individual acts of southern and midwestern carriers in granting the privilege locally, the appellants, as their partners, make the prejudice possible by becoming the instruments through which it is applied. Discrimination may, of course, be practiced by a combination of connecting carriers as well as by an individual railroad; and the commission has ample power under section 3 to remove discrimination so practiced. * * * But participation merely in joint rates does not make connecting carriers partners. They can be held jointly and severally responsible for unjust discrimination only if each carrier has participated in some way in that which causes the unjust discrimination; as where a lower joint rate is given to one locality than to another similarly situated. * * * If this were not so, the legality or illegality of a carrier's practice would depend, not on its own act, but on the acts of its connecting carriers. If that rule should prevail, only uniformity in local privileges and practices, or the cancellation of all joint rates, could afford to carriers the assurance that they were not in some way violating the provisions of section 3. What Congress sought to prevent by that section, as originally enacted, was not differences between localities in transportation rates, facilities, and privileges, but unjust discrimination between them by the same carrier or carriers. Neither the transportation act, 1920, * * * nor

any earlier amendatory legislation, has changed, in this respect, the purpose or scope of section 3. (Id. 259-260.)

State of North Dakota v. Chicago & North Western Railway Co., et al., 257 U. S. 485.

In this case the court had before it the question of the validity of our order in *North Dakota Rates, Fares, and Charges*, 61 I. C. C. 504, requiring certain carriers to increase their rates, fares, and charges for intrastate transportation in the State of North Dakota for the purpose of removing what was found by us to be unjust discrimination against interstate commerce. In dismissing the bill of complaint because it was not filed in accordance with the provisions of sections 208 and 211 of the Judicial Code, the court said:

* * * The argument that we shall consider is that the suit is one to set aside or suspend the order of the commission * * *; that therefore, by section 211 of the Judicial Code, the United States must be made a party, and that the United States has consented to be sued only in the district court, where such suits are required to be brought. Judicial Code, section 208. (Id. 489.)

The main contention of the State is that if, in the opinion of the court, it has a substantial right that is infringed by what the defendants are doing, Congress neither can take that right away nor prevent the State from proceeding in this court for such remedy as law or equity may afford. But if these premises were granted it would not follow that the bill should be maintained. It is a proceeding in equity in which the requirements of complete justice and of public policy must be taken into account. When they are considered it seems to us pretty clear that the State should be remitted to the remedy offered by the statutes—a suit in the district court in which the United States is made a party. Complete justice requires that the railroads should not be subjected to the risk of two irreconcilable commands—that of the Interstate Commerce Commission, enforced by a decree, on the one side, and that of this court, on the other. The decision in this case, although an authority, would not be *res judicata* and the commission would not be concluded from rearguing the whole matter. As to public policy, Congress has indicated the policy of the United States. For although it is argued that the requirement that the United States should be made a party is a mere matter of procedure, for the purpose of giving the Department of Justice control, we can not limit the significance of the Judicial Code, section 211, by such a speculation. The language of the section shows that public interests were before the mind of Congress, and that, in its opinion, an order made in the public interest should not be hindered from going into effect until the representative of the public had been heard. It appears to us that this view is so reasonable that it should be accepted by this court, even if not bound.

There is no doubt that a State can sue in the district court when the United States is a party and has consented to be sued there and has not expressed its consent to be sued elsewhere. * * * For the reasons that we have indicated, it is equitable that a decree should not be entered except in such form as to bind the Interstate Commerce Commission and the United States, and therefore this bill must be dismissed. The right of the State is sufficiently protected by its right to appeal from the decision of the district court. * * * (Id. 490-491.)

Railroad Commission of Wisconsin v. Chicago, Burlington & Quincy Railroad Co., 257 U. S. 563.

In this case the court had before it the question of the validity of our order in *Wisconsin Passenger Fares*, 59 I. C. C. 391, requiring

certain carriers to increase their fares for the transportation of passengers in intrastate commerce in the State of Wisconsin for the purpose of removing what was found by us to be unjust discrimination against interstate commerce. The fares had been fixed by the Legislature of Wisconsin at 2 cents per mile, but were increased by the Director General of Railroads during the period of Federal control to 3 cents per mile. In holding the order to be valid the court said:

* * * The report of the commission shows that if the intrastate passenger fares in Wisconsin are to be limited by the statute of that State to 2 cents per mile, and charges for extra baggage and sleeping-car accommodations are to be reduced in a corresponding degree, the net income of the interstate carriers of the State will be cut \$6,000,000 below what it would be under intrastate rates on the same level with interstate rates. Under paragraphs 3 and 4 of section 13 and section 15a, as enacted in sections 416 and 422, respectively, of the transportation act of 1920 * * * are such reduction and disparity an "undue, unreasonable, and unjust discrimination against interstate or foreign commerce" which the Interstate Commerce Commission may remove by raising the intrastate fares? * * * (Id. 580-581.)

Intrastate rates and the income from them must play a most important part in maintaining an adequate national railway system. Twenty per cent of the gross freight receipts of the railroads of the country are from intrastate traffic and 50 per cent of the passenger receipts. The ratio of the gross intrastate revenue to the interstate revenue is a little less than one to three. If the rates on which such receipts are based are to be fixed at a substantially lower level than in interstate traffic, the share which the intrastate traffic will contribute will be proportionately less. If the railways are to earn a fixed net percentage of income, the lower the intrastate rates the higher the interstate rates may have to be. The effective operation of the act will reasonably and justly require that intrastate traffic should pay a fair proportionate share of the cost of maintaining an adequate railway system. Section 15a confers no power on the commission to deal with the intrastate rates. What is done under that section is to be done by the commission "in the exercise of its powers to prescribe just and reasonable rates"; i. e., powers derived from previous amendments to the interstate commerce act, which have never been construed or used to embrace the prescribing of intrastate rates. When we turn to paragraph 4, section 13, however, and find the commission for the first time vested with a direct power to remove "any undue, unreasonable, or unjust discrimination against interstate or foreign commerce," it is impossible to escape the dovetail relation between that provision and the purpose of section 15a. If that purpose is interfered with by a disparity of intrastate rates the commission is authorized to end the disparity by directly removing it, because it is plainly an "undue, unreasonable, and unjust discrimination against interstate or foreign commerce," within the ordinary meaning of those words. (Id. 585-586.)

In *Minnesota Rate cases*, 230 U. S., *supra*, where relevant cases were carefully reviewed, it was said, p. 399: "The authority of Congress extends to every part of interstate commerce and to every instrumentality or agency by which it is carried on; and the full control by Congress of the subjects committed to its regulation is not to be denied or thwarted by the commingling of interstate and intrastate operations. This is not to say that the Nation may deal with the internal concerns of the State, as such, but that the execution by Congress of its constitutional power to regulate interstate commerce is not limited by the fact that intrastate transactions may have become so interwoven therewith that the effective government of the former incidentally controls the latter. This conclusion necessarily results from the supremacy of the national power within its appointed sphere." (Id. 590.)

State of New York *v.* United States, Interstate Commerce Commission, et al., 257 U. S. 591.

The order involved in this case, Rates, Fares, and Charges of N. Y. C. R. R. Co., 59 I. C. C. 290, required certain carriers to increase their passenger fares and excess-baggage charges, except commutation fares and commutation baggage charges, and their rates on milk and cream, for intrastate transportation in the State of New York, for the purpose of removing what was found by us to be unjust discrimination against interstate commerce. The passenger fares were 3 cents a mile under the order of the President during the period of Federal control, but when that should become ineffective a statute of New York fixing passenger fares on the New York Central Railroad from Albany to Buffalo at 2 cents a mile would come into force and operation. In following the ruling made by it in the Wisconsin case, *supra*, and in holding the order to be valid, the court said:

The main objections to the order are the same as those presented, considered, and overruled in the Wisconsin Rate case, just decided. The evidence in this case shows that if the passenger and other rates here in controversy were to continue in force as ruled by the Public Service Commission of New York, the annual gross revenues of the interstate railroads operating in the State of New York from both interstate and intrastate passenger and milk business would be less, by nearly \$12,000,000, than those revenues if the intrastate fares and rates were on the same level as the interstate rates, as fixed by the Interstate Commerce Commission. If the lower level of intrastate fares and rates is to be maintained it will discriminate against interstate commerce, in that it will require higher fares and rates in the interstate commerce of the State to secure the income for which the Interstate Commerce Commission must attempt to provide by fixing rates under section 15a of the interstate commerce act, as amended by section 422 of the transportation act of 1920 * * * in carrying out the declared congressional purpose "to provide the people of the United States with adequate transportation." As we have just held in the Wisconsin case, this constitutes "undue, unreasonable, and unjust discrimination against interstate commerce," which is declared to be unlawful and prohibited by section 13, paragraph 4, of the interstate commerce act, as amended by section 416 of the transportation act of 1920 * * * and which the Interstate Commerce Commission is authorized therein to remove by fixing intrastate rates for the purpose. We need not repeat our reasons for our ruling. Nor need we consider and give again the grounds upon which we hold section 13, paragraph 4, as thus construed, to be valid under the Constitution of the United States. (Id. 601-602.)

Concerning the statutory rate of 2 cents a mile between Buffalo and Albany, the language of the court was as follows:

The next objection is that the State has a charter contract with the New York Central Railway Co. by which the latter is bound not to charge more than 2 cents a mile for passenger carriage between Albany and Buffalo, and that if the transportation act permits the Interstate Commerce Commission, by such an order, to enable the railroad company to violate its contract, it impairs the obligation of a contract, in violation of section 10, Article I, of the Federal Constitution. That section provides that "no State shall * * * pass a law * * * impairing the obligation of contracts," and does not in terms restrict Congress or the United States. But it is said that it deprives New York and her people of property without due process of law. We said in *Addyston Pipe & Steel Co. v. United States*, 175 U. S. 211, 230,

* * *: "Anything which directly obstructs and thus regulates that commerce which is carried on among the States, whether it is State legislation or private contracts between individuals or corporations, should be subject to the power of Congress in the regulation of that commerce." * * * (Id. 600-601.)

State of Texas v. Interstate Commerce Commission and Railroad Labor Board, 258 U. S. —. This was an original bill in the Supreme Court, and in stating the purposes for which it was filed and dismissing it for want of jurisdiction the court, among other things, said:

This is a bill in equity, brought in this court by the State of Texas against the Interstate Commerce Commission and the Railroad Labor Board. The relief sought is, first, a declaration that the main provisions of titles 3 and 4 of the transportation act of February 28, 1920, * * * are unconstitutional and void; secondly, an annulment of all action heretofore taken thereunder, by either defendant, in respect of railroad carriers in Texas; and, thirdly, an injunction restraining the defendants from taking any further action thereunder in respect of those carriers. The right of the state to bring the suit, our power to entertain it, and the merits of the case made by the bill, are all challenged by motions to dismiss.

The portion of the bill particularly directed against the action of the Interstate Commerce Commission charges, in substance, that the commission, proceeding under title 4, has placed the carriers of Texas in a territorial rate group with carriers of other States where railroad construction and operation are attended with greater cost, has approved a general increase in the interstate rates and fares of carriers in that group, has directed a corresponding increase in the intrastate rates and fares of carriers in Texas, has authorized the abandonment by certain carriers of their lines within the State, and has exercised a supervision over the issue of stocks, bonds, and other securities by carriers chartered by the State; all of which orders, it is alleged, impinge on the powers reserved to the State, and subject its citizens to unnecessary expense and great inconvenience.

If the State have a right to sue to annul these orders, a familiar rule requires that it shall proceed with due regard for the rights of the carriers, who have put the orders into effect and are conforming to them. On the question whether the orders are invalid and should be annulled, or are valid and should be upheld, the carriers are entitled to be heard. Their interests are directly involved and will be necessarily affected by the outcome. They are not parties to the bill, and, as to all but one, the bill makes it clear that their citizenship is an obstacle to making them such. This, without more, would preclude us from awarding any relief on this portion of the bill. *California v. Southern P. Co.* and *Minnesota v. Northern Securities Co.*, supra. Besides there are statutory provisions * * * which direct that all suits to set aside, annul, or suspend orders of the commission be brought in the district courts and the United States made a defendant. * * * These provisions were recently considered by us in a related case, and it was there held that the public policy which they reflect requires that a State aggrieved by such an order be remitted to the remedy which they afford—a suit in the district court, in which the United States is made a party. * * *

Some emphasis is laid on two statements in the bill, one that the State owns an intrastate railroad 33.55 miles in length and operates the same as a common carrier, and the other that it is a shipper of freight and user of passenger transportation over other lines in both interstate and intrastate commerce. Apparently the only purpose of these statements is to show that the State has such an interest as entitles it to call in question the orders of the commission dealing with rates and fares. At all events, the bill does not connect them with any of the other questions sought to be pre-

sented, or predicate any other claim to relief on them. They, therefore, are covered by the ruling that suits to set aside, annul, or suspend the commission's orders should be brought in the district courts, where all proper parties, including the United States, may be made defendants, and accorded an appropriate hearing.

What has been said suffices to show that we are not at liberty to entertain the bill, in the exercise of our limited original jurisdiction.

In passing it should be observed that some of the provisions of the transportation act, assailed by the bill, have recently been upheld in other cases brought before us in regular course on appeal from decrees in the district courts. * * *

State of Texas v. United States, Interstate Commerce Commission, et al., 258 U. S. —.

In this case the court had before it the question of the validity of our certificate, In the Matter of the Application of the Eastern Texas Railroad Co. for a Certificate of Convenience and Necessity, 65 I. C. C. 436, made in accordance with the procedure prescribed and the authority conferred by paragraphs (18), (19), and (20) of section 1 of the interstate commerce act, to the effect that public convenience and necessity permit of the abandonment of the Eastern Texas Railroad, and in confining to interstate and foreign commerce the application of the certificate the court said:

Up to the time the commission made the order granting the certificate, a part of the commerce passing over the road was interstate and foreign; that is, was bound to or from other States and foreign countries. It is not questioned that Congress could, nor that it did, authorize the commission to sanction a discontinuance of this interstate and foreign business. Neither is it questioned that the commission's certificate was adequate for that purpose. The only matters in controversy are whether, by paragraphs 18, 19, and 20, Congress has assumed to clothe the commission with authority to sanction the entire abandonment of a road such as this, and if so, whether the power of Congress extends so far.

The road lies entirely within a single State, is owned and operated by a corporation of that State, and is not a part of another line. Its continued operation solely in intrastate commerce can not be of more than local concern. Interstate and foreign commerce will not be burdened or affected by any shortage in the earnings, nor will any carrier in such commerce have to bear or make good the shortage. It is not as if the road were a branch or extension whose unremunerative operation would or might burden or cripple the main line, and thereby affect its utility or service as an artery of interstate and foreign commerce.

If paragraphs 18, 19, and 20 be construed as authorizing the commission to deal with the abandonment of such a road as to intrastate as well as interstate and foreign commerce, a serious question of their constitutional validity would be unavoidable. If they be given a more restricted construction, their validity will be undoubted. Of such a situation, this court has said: "Where a statute is susceptible of two constructions, by one of which grave and doubtful constitutional questions arise and by the other of which such questions are avoided, our duty is to adopt the latter * * *."

Although found in the transportation act, these paragraphs are amendments of the interstate commerce act, and are so styled. They contain some broad language, but do not plainly or certainly show that they are intended to provide for the complete abandonment of a road like the one we have described. Only by putting a liberal interpretation on general terms can they be said to go so far. Being amendments of the interstate commerce act, they are to be read in connection with it and with other

amendments of it. As a whole, these acts show that what is intended is to regulate interstate and foreign commerce, and to affect intrastate commerce only as that may be incidental to the effective regulation and protection of commerce of the other class. They contain many manifestations of a continuing purpose to refrain from any regulation of intrastate commerce, save such as is involved in the rightful exertion of the power of Congress over interstate and foreign commerce. * * * And had there been a purpose here to depart from the accustomed path, and to deal with intrastate commerce as such, independently of any effect on interstate and foreign commerce, it is but reasonable to believe that that purpose would have been very plainly declared. This was not done.

These considerations persuade us that the paragraphs in question should be interpreted and read as not clothing the commission with any authority over the discontinuance of the purely intrastate business of a road whose situation and ownership, as here, are such that interstate and foreign commerce will not be burdened or affected by a continuance of that business.

Interstate Commerce Commission, plaintiff in error, *v. United States of America ex rel. Waste Merchants Association of New York*, — U. S. —, decided October 23, 1922.

In *Waste Merchants Asso. v. Director General*, 57 I. C. C. 686, the association sought to recover reparation for its members on account of services performed by them in loading shipments of paper stock into cars at New York Harbor points during a period of time when the tariffs of the carriers provided that the services should be performed instead by the latter. We found that because of an agreement between the carriers and the members the latter had been fully compensated for the services performed by them, and entered an order dismissing the complaint. Thereupon the association filed a petition in the Supreme Court of the District of Columbia to obtain a writ of mandamus requiring us to make an order awarding reparation, and to prescribe the allowances to be paid for like services in the future by certain common carriers. That court declined to issue the writ, but its judgment was afterwards reversed by the Court of Appeals of the District. The case was then taken to the Supreme Court, which, in reversing the judgment of the Court of Appeals, in a decision rendered on October 23, 1922, said:

Petitioners sought in the proceeding to set aside the adverse decision of the commission on the merits, and to compel a decision in their favor. The court of appeals granted the writ. This was error. Mandamus can not be had to compel a particular exercise of judgment or discretion * * * or be used as a writ of error. * * *

Another case decided by the Supreme Court in which the validity of an order made by us was called in question, was: *Lambert Run Coal Company v. Baltimore & Ohio Railroad Company*, 258 U. S. —. In this case the coal company filed a bill of complaint in a State court in West Virginia, in which it alleged that the carrier, by maintaining in force certain rules relating to the distribution of coal cars, was violating paragraph (12) of section 1 of the interstate commerce act, and prayed that the carrier be restrained from

observing the rules and that it be required to furnish cars in accordance with established ratings. On motion of the carrier the case was removed to the United States District Court for the Northern District of West Virginia, where the carrier filed a motion to dismiss and an answer. In describing the proceedings in the district court and in the court of appeals, and in modifying and affirming as modified the decree of the latter court, the Supreme Court said:

* * * As grounds for the motion it [the carrier] alleged that the case was not one within the jurisdiction of the State court; that since it did not appear that the commission had taken any action in respect to the matter complained of, neither court had jurisdiction of the controversy; that the plaintiff had concealed the fact that the rules of the carrier complained of were, as plaintiff knew, rules which had been promulgated by the commission; that the bill was thus one to restrain enforcement of an order of the commission; and that the United States and the commission were indispensable parties. The answer set forth the facts supporting these allegations, and, among other things, that the rules promulgated by the commission and adopted by the carrier had been issued on April 15, 1920, in pursuance of the emergency provision known as paragraph 15, inserted in section 1 of the act to regulate commerce by the transportation act of 1920, supra (41 Stat. at L. 456, 476).

Plaintiff then moved in the district court for an interlocutory injunction. The defendant, insisting that the proceeding was one to stay an order of the commission, objected to a consideration of the motion in the absence of two other judges, as provided by act of October 22, 1913, chap. 32, 38 Stat. at L. 208, 220 Comp. Stat. sec. 3279, 2 Fed. Stat. Anno. 2d ed. p. 169. Both this objection and the motion to dismiss were overruled by the district judge; and an interlocutory injunction, in accordance with the prayer of the bill, was issued. From this order defendant appealed to the Circuit Court of Appeals for the Fourth Circuit. That court stayed the injunction pending the determination of the appeal, and later reversed the decree below, with directions to dissolve the injunction and dismiss the bill, 267 Fed. 776. The reasons given by the circuit court of appeals for its decision are, in substance, that the car-distribution rule complained of appeared on uncontroverted facts to be that prescribed by the order of the commission, issued April 15, 1920; that this order was issued under paragraph 15 of section 1 of the act to regulate commerce; that it was within the emergency powers there conferred; that the rights and duties prescribed by paragraph 12 of that section were not absolute, but were subject to suspension or modification by the commission in case of emergency, as provided in paragraph 15; and that, therefore, the bill should have been dismissed. It added that the district court erred in issuing the injunction for the further reason that, since the relief sought was to enjoin an order of the commission, it could be granted only by a court of three judges.

The decree of the district court was properly reversed; but we are of opinion that the circuit court of appeals had no occasion to pass upon the merits of the controversy, and that the direction should have been to dismiss the bill for want of jurisdiction, and without prejudice. The rule of the railroad here complained of was that prescribed by the commission. To that rule the railroad was bound to conform unless relieved by the commission, or enjoined from complying with it by decree of a court having jurisdiction. By this suit such a decree was in effect sought. The appellate court was therefore correct in holding that, in such a suit, an injunction of the district court could be granted only by three judges.

But there are, in addition, two fundamental objections to the jurisdiction. First, the United States, an indispensable party to suits to restrain or set aside orders of the commission, was not joined, and could not be, for it has not consented to be sued

in State courts. Secondly, such suits are required to be brought in a Federal district court. * * * The fact that this was a suit to set aside an order of the commission did not appear on the face of the bill; but it became apparent as soon as the motion to dismiss was filed. Jurisdiction can not be effectively acquired by concealing for a time the facts which conclusively establish that it does not exist. As the State court was without jurisdiction over either the subject matter or the United States, the district court could not acquire jurisdiction over them by the removal. The jurisdiction of the Federal court on removal is, in a limited sense, a derivative jurisdiction. If the State court lacks jurisdiction of the subject matter or of the parties, the Federal court acquires none, although it might in a like suit, originally brought there, have had jurisdiction. * * *

BUREAU OF INQUIRY.

For violations of the interstate commerce act and related acts 27 indictments were returned, 16 informations filed, and 20 cases concluded. Prosecutions instituted and concluded were distributed over the following States: Alabama, Florida, Illinois, Michigan, Missouri, New York, North Carolina, Ohio, Pennsylvania, Tennessee, Texas, Utah, West Virginia, and Wyoming.

The indictments returned and informations filed charged the falsifying of records of common carriers, unlawful use of passes, false billing of interstate shipments, and frauds in connection with the issuance and use of bills of lading. Summaries of the indictments returned, informations filed, and cases concluded during the period will be found in Appendix A.

BUREAU OF SERVICE.

We have dealt elsewhere in this report with the transportation and operating conditions as they existed in the past and have outlined the steps taken by us to meet those conditions. The orders issued by us under our powers to take care of particular emergencies will be rescinded as soon as conditions warrant that action.

In our last annual report we referred to the heavy seasonal movement of grain, grain products, perishable fruits and vegetables during the fall months of 1921. This movement was handled without difficulty, and in a manner generally satisfactory to shippers.

In January of this year a general revival of business activity was manifested. The traffic offered for shipment gradually increased, indicating that improvement in business was upon a stable basis. With a steady improvement in business conditions, there was a corresponding increase in the demand for cars. This, coupled with the strike of the coal miners and railroad shopmen, soon converted the existing surplus into a shortage, and made necessary the exercise of our emergency powers.

We have made continuous efforts to improve the efficiency of transportation service by the rerouting of loaded cars over open routes, by urging the return of cars to the originating carriers and

districts, and by correcting as far as the physical limitation of the carriers would permit specific deficiencies in transportation brought to our attention by our service agents and by shippers from all sections of the country. We have had the active cooperation of the American Railway Association, the carriers, and various shippers' organizations.

In our last annual report we referred to the inadvisability of increasing our force of service agents in the field because of the general business depression. A real need exists at present for competent service agents, and we have therefore increased our force by appointment from a register of eligibles established by the Civil Service Commission and by transfer of employees from our other bureaus. These men are each assigned to a particular district. Their knowledge of service conditions enables them not only to keep us informed, but by contact with the shippers and with the railroad officers frequently to adjust difficulties which could not otherwise be promptly overcome.

REGULATIONS FOR THE TRANSPORTATION OF EXPLOSIVES AND OTHER DANGEROUS ARTICLES.

As forecast in our last annual report, regulations for the safe transportation of dangerous articles by rail pursuant to the so-called transportation of explosives act, as amended March 4, 1921, have been approved and promulgated to become effective January 1, 1923, and will be published in appropriate tariff form effective on that date.

Regulations for the transportation of explosives and other dangerous articles by water, pursuant to that act, are still in course of preparation and, when approved, will be promulgated and later published in like manner in an appropriate tariff issue.

BUREAU OF SAFETY.

A more detailed report of the work of the bureau of safety is published as a separate document. Except as otherwise specified the report here made is for the calendar year 1921.

The casualties on steam railroads in connection with the operation of trains are summarized as follows:

Class of persons.	Number of persons—	
	Killed.	Injured.
Trespassers.....	2,481	3,071
Employees.....	1,137	28,747
Passengers.....	205	5,584
Persons carried under contract, such as mail clerks, Pullman conductors, etc.....	21	560
Other nontrespassers.....	1,743	5,362
Total.....	5,587	43,324

In addition there were 409 persons killed and 77,361 injured in nontrain accidents in comparison with 463 killed and 104,522 injured in such accidents during the previous year.

There were 78 employees killed and 1,540 injured in coupling or uncoupling locomotives or cars as compared with 151 killed and 2,450 injured during 1920. Casualties to employees due to coming in contact with fixed structures resulted in 47 killed and 778 injured, the corresponding figures for 1920 being 84 and 1,301. There were 66 employees killed and 5,568 injured in getting on or off cars or locomotives.

During the year ended June 30, 1922, 254 cases of violation of safety appliance laws, involving 711 counts, were transmitted to United States attorneys for prosecution; cases involving 534 counts were confessed and 131 counts were dismissed; 43 counts were tried, resulting in judgment for the Government as to 25 counts and adversely to the Government as to 14 counts. Four counts await decision. Four cases involving 6 counts were appealed, three by the carriers and one by the Government, the latter involving two counts. On July 1, 1922, there were pending in the various district courts 353 cases, involving 1,029 counts.

In *United States v. New York Central Railroad Company* the brakes of three cars in each of two trains, in which all cars were equipped with power or train brakes, became inoperative en route and were then cut out, and the cars hauled past a repair point. The District Court for the Western District of Pennsylvania, on February 25, 1922, held that these cars were not removed from the class of power-braked cars because their brakes were temporarily inoperative, and that the requirement that all power-braked cars which are associated together with the required percentage of power-braked cars in a train operated with power or train brakes shall have their brakes used and operated by the engineer is as obligatory on the carriers as is the requirement that not less than a certain percentage of cars in such train shall have their brakes so used and operated.

In *United States v. Great Northern Railway Company* the angle cock in the crossover pipe on the 29th car in a train of 35 cars, all equipped with power brakes, was turned, thereby cutting out the power brake on that car. The District Court for the District of Montana, on May 8, 1922, construed the words "associated together with said eighty-five percentum" as used in the act and in our order of June 6, 1910, requiring all power-braked cars associated together to have their power brakes used and operated by the engineer, to mean "intimately, immediately, directly attached, connected, joined to the 85 per cent," saying "in which position alone it is possible for any excess power-brake cars to 'have their brakes so used and operated.' It is position and not condition or common use of air actually made

that determines whether or not the excess cars are 'associated together with' the 85 per cent"; and held that the 29th car was a power-braked car associated with the prescribed minimum percentage.

There are two cases now pending before the courts of appeals for the third and sixth circuits based upon the associated-car provision of the statute and our order of June 6, 1910. The case pending in the third circuit court has been certified to the Supreme Court of the United States.

The District Court for the Eastern District of Tennessee, in *United States v. Southern Railway Company*, on July 28, 1921, overruled defendant's motion for a new trial, which was based upon the fact that the violation complained of and made the basis of the suit occurred in a division of the district other than the division in which the case was tried, and held that the safety appliance acts do not modify or change the established general rule that jurisdiction in a Federal court is coextensive with the district. Under the penalty section of the act defendant was held liable for having "permitted" a switching movement over its line by the Norfolk & Western, under an agreement between that company and defendant, of a defective car to be thereafter hauled by defendant.

On May 11, 1922, the District Court for the Eastern Division of the Eastern District of Missouri, in *United States v. St. Louis-San Francisco Railway Company*, in construing the proviso of section 6 of the act of March 2, 1893, as amended April 1, 1896, held that trains composed exclusively of four-wheel cars are exempt from the requirements of the acts regardless of whether such cars are used in hauling commodities other than logs. It appeared that the cars in question were generally used in hauling clay from a clay pit to a cement company's factory in trains composed exclusively of four-wheel cars.

In *United States v. Wabash Railway Company*, the District Court for the Eastern Division of the Eastern District of Missouri, on May 22, 1922, held that the movement of transfer trains between two of defendant's yards over tracks used by passenger and freight trains was a train movement within the meaning of the safety appliance acts and that operation of such trains without the required minimum percentage of power brakes used and operated by the engineer was in violation of the acts.

The District Court for the Southern District of Florida, in *United States v. Atlantic Coast Line Railroad Company*, on February 28, 1922, in construing the proviso of section 6 of the act of March 2, 1893, as amended April 1, 1896, held that a train consisting of standard logging cars with drawbars not exceeding 25 inches in height and two standard cars, each of which had one of its draw-

bars more than 25 inches in height placed in the train for the purpose of adding to the safety of the employees engaged in its movement, came within the proviso and was not subject to the safety appliance acts, although the train was operated over 125 miles of defendant's line.

In *The Pennsylvania Railroad Company v. United States*, the carrier in renewing an end ladder on a steel underframe car did not comply with paragraph (a) of our order of March 13, 1911, which is as follows:

(a) Carriers are not required to change the brakes from right to left on steel or steel underframe cars with platform end sills, or to change the end ladders on such cars, except when such appliances are renewed, at which time they must be made to comply with the standards prescribed in said order of March 13, 1911.

The carrier contended that the ladders, hand-brake shaft, and foundation-brake rigging must all be changed at the same time before the requirements of our order become effective.

The Circuit Court of Appeals for the Seventh Circuit held that under our order relocation of an end ladder, when renewed, is mandatory.

In February, 1922, we entered upon an investigation to determine whether, and to what extent, power brakes and appliances for operating power-brake systems, now generally in use upon the locomotives and cars of carriers by railroad subject to the interstate commerce act, are adequate and in accordance with requirements of safety, what improved appliances or devices are available for use, and what improvements in power brakes and appliances may or should be made, to the end that increased safety in train operation may be obtained. Hearings in the matter are under way.

During the fiscal year 1922, we investigated 51 train accidents, which included 28 collisions and 23 derailments. The collisions resulted in 77 deaths and 556 injuries, and the derailments resulted in 40 deaths and 397 injuries, a total of 117 persons killed and 953 persons injured. A detailed statement and analysis of the accidents and causes is contained in the report of the chief of the bureau of safety, published separately. Reports upon accidents investigated are made public when completed, and summaries of these reports are published quarterly.

Two investigations pertaining to strength of materials are in progress, one having to do with the prevalence of transverse fissures in rails and the other concerning the endurance of chilled iron wheels under conditions of service.

Plans of 179 devices were examined and opinions thereon transmitted to the proprietors. Of those examined, 23 possessed meritorious features but required further development or service tests to

determine their practical utility and 9 possessed merit as safety devices warranting some degree of commendation.

In cooperation with the joint committee on automatic train control of the American Railway Association, observations of three automatic train-control devices in service have been made and tests of two other devices, of the magnetic-induction type, are now in progress. This subject is discussed elsewhere in this report.

As shown by the last block-signal bulletin, the total length of railroad in the United States operated by the block system on January 1, 1922, was 102,467.7 miles, of which 39,061.5 miles were equipped with automatic block signals and 63,406.2 miles with the nonautomatic block system. Comparing these figures with those for the preceding year, there was an increase of 517.6 miles equipped with automatic block signals, and an increase of 66.5 miles in nonautomatic block-signal mileage, a total increase of 584.1 miles.

During the fiscal year 1922, 54 cases of violation of the hours of service act, comprising 409 counts, were transmitted to the United States attorneys for prosecution; cases comprising 163 counts were confessed and 95 counts were dismissed; 41 counts were tried; judgment was had in 34 counts in favor of the Government and in 7 counts against the Government; 2 of the latter counts were appealed. Of the 20 counts pending on appeal on July 1, 1921, 10 were decided adversely to the Government, 5 in favor of the Government, and 5 are still pending.- On July 1, 1922, 7 counts were pending on appeal and 95 cases, comprising 1,013 counts, were pending in the various district courts.

In *United States v. International & Great Northern Railway Co.*, defendant required an employee at its telegraph office and station at Navasota, Tex., to remain on duty regularly from 7 a. m. to 6 p. m., with an hour off about noon. If a train for which he had an order had not arrived it was necessary that he remain on duty until 7 p. m.

Under a contract between defendant and the Houston & Texas Central Railroad Co., which maintained a tower operated 24 hours a day at Navasota, near defendant's station, defendant's train dispatcher at Mart, Tex., transmitted orders for its train to the Houston & Texas Central's tower operator, who delivered them to defendant's train crews.

The Circuit Court of Appeals for the Fifth Circuit, on November 10, 1921, held that performance under this contract did not have the effect of making defendant's Navasota station one continuously operated night and day within the meaning or in violation of the act.

An application for a writ of *certainari* has been denied.

In *United States v. New York, New Haven & Hartford Railroad Co.*, a 2-hour definite release of a train crew, during which time the members of the crew ate, was held by the District Court for the

District of Connecticut on June 1, 1922, to be inadequate under the circumstances to break the continuity of service, citing the decision by the Eighth Circuit Court of Appeals in Minneapolis & St. Louis Railroad Co. v. United States, 245 Fed. 60.

BUREAU OF LOCOMOTIVE INSPECTION.

The work of this bureau is shown in detail in the report of the chief inspector, published separately. Except as otherwise specified, the report here made is for the fiscal year ended June 30, 1922.

The following tables, covering the fiscal years indicated, are self-explanatory:

Number of locomotives inspected, number found defective, percentage inspected found defective, number for which written notice for repairs was served, and total number of defects found, by comparison.

	1922	1921	1920	1919	1918
Number of locomotives inspected.....	64,354	60,812	49,471	59,772	41,611
Number found defective.....	30,978	30,207	25,529	34,557	22,196
Percentage found defective.....	48	50	52	58	53
Written notice for repairs served.....	3,089	3,914	3,774	4,433	2,125
Total defects found.....	101,734	104,848	95,066	135,300	78,277

Number of accidents, number killed, and number injured as a result of failure of parts and appurtenances of the entire locomotive and tender.

	1922	1921	1920	1919	1918
Number of accidents.....	622	735	843	565	641
Decrease from previous year..... per cent..	15.4	12.8	¹ 49.2	11.8	¹ 4.1
Number killed.....	33	64	66	57	46
Decrease from previous year..... per cent..	48.4	3	¹ 15.8	¹ 23.9	25.8
Number injured.....	709	800	916	647	756
Decrease from previous year..... per cent..	11.3	12.6	¹ 41.6	14.4	¹ 4.8

¹ Increase.

Number of accidents, number killed, and number injured as a result of the failure of some part or appurtenance of the locomotive boiler.

	1922	1921	1920	1915	1912
Number of accidents.....	273	342	439	424	856
Number killed.....	25	51	48	13	91
Number injured.....	318	379	503	467	1,005

Deraillments due to defects in or failure of some part of the locomotive or tender and the number of persons killed and injured as a result of such deraillments.

	1922	1921	1920	1919	1918
Number of deraillments ¹	22	8	7	7	2
Number killed.....	5	7	7	6	2
Number injured.....	61	30	18	7	2

¹ Only deraillments reported by carriers as being caused by defect in or failure of parts of the locomotive or tender were investigated or counted in this tabulation.

Number of persons killed and injured, classified according to occupations.

	1922		1921		1920		1919		1918	
	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.
Members of train crews:										
Engineers.....	11	213	15	237	16	272	14	194	11	245
Firemen.....	10	277	25	360	20	404	22	265	19	306
Brakemen.....	7	66	13	64	9	77	11	82	6	62
Conductors.....		25	2	20	2	19	2	16		21
Switchmen.....	1	13	3	15	4	19	1	7	2	8
Roundhouse and shop employees:										
Boilermakers.....	1	10	1	7	2	9	1	9		11
Machinists.....		9	1	3	1	20		5		11
Foremen.....		1	1	3		3		3	1	4
Inspectors.....		2		5		1		6	4	4
Watchmen.....		3		4	4	3		2		3
Boiler washers.....		1		7		13		7	1	4
Hostlers.....		10		8		13		6		8
Other roundhouse and shop employees.....	1	15	1	25	3	30	1	11	2	19
Other employees.....	2	23	2	16	4	26	3	23		26
Nonemployees.....		41		26	1	7	2	11		24
Total.....	33	709	64	800	66	916	57	647	46	756

All accidents reported to this bureau were carefully investigated and reports rendered. Action was taken to prevent recurrences as far as possible. When requested, copies of such reports have been furnished to interested parties.

A summary of all accidents and casualties occurring during the fiscal year 1922, as compared with the fiscal year 1921, covering failures of any kind in locomotive, tender, or appurtenances, shows a decrease of 15.4 per cent in the number of accidents, 48.4 per cent in the number killed, and 11.3 per cent in the number injured.

A comparison of the accidents and casualties caused by failure of the locomotive boiler and its appurtenances during the fiscal year 1912, which was the first year of the existence of the law, with those occurring from like causes during the fiscal year 1922, shows a decrease in the number of accidents of 68.1 per cent, 72.5 per cent in the number of persons killed, and 68.3 per cent in the number of persons injured.

A comparison of all accidents and casualties during July, August, and September, 1922, with those of July, August, and September, 1921, shows 288 accidents, 10 persons killed, and 350 persons injured during the three months of 1922, and 152 accidents, 3 persons killed, and 173 persons injured during the corresponding period of 1921, increases for the 1922 period of 89.5, 233, and 102 per cent, respectively. Reports made to this bureau are checked with the accident reports made to the bureau of statistics. The figures for the three months of 1921 include the reports made to both bureaus, but the figures for the corresponding period of 1922 do not include the reports

made to the bureau of statistics for August and September, which are not yet available for checking.

A comparison of the number of locomotives inspected, number found defective, percentage inspected found defective, number for which written notice for repairs was served, and the total number of defects found during the months of July, August, and September, 1921, with the corresponding period for 1922, shows:

	1922	1921
Number of locomotives inspected.....	16,380	16,722
Number found defective.....	11,231	7,963
Percentage inspected found defective.....	67	48
Written notices for repairs served.....	1,396	817
Total defects found.....	43,012	24,910

About 3,500 more locomotives were inspected than during the preceding year; but during that year, at our direction, the locomotive inspectors devoted an aggregate of 962 days to special work in connection with the transportation act, 1920, and the interstate commerce act, as against an aggregate of 200 days devoted to such special work in the ensuing fiscal year. On the other hand, during the fiscal year 1922 the inspectors spent a greater amount of time than usual at such points as they visited and at their headquarters, so as to reduce travel and subsistence charges. As a result they were unable to make inspections at 1,913 points where locomotives are housed or repaired.

In order that the chief operating officers of the carriers might be kept informed of the condition of their locomotives, as disclosed by our inspectors, and of the number of locomotives for which special notices for repairs were served as required by section 6 of the law, a report showing in detail the defects found, with the number of locomotives for which special notices for repairs were served, was sent to them each month.

One hundred and forty-eight applications were filed for extension of time for removal of flues, as provided in Rule 10. Investigation disclosed that in 17 of these cases the condition of the locomotives was such that no extension could properly be granted. Fifteen were in such condition that the full extension requested could not be authorized but an extension for a shorter period within the limits of safety was allowed. Six extensions were granted after defects disclosed by our inspectors had been repaired. Nine applications were withdrawn for various reasons and the remaining 101 were granted for the full period requested.

In compliance with Rule 54 there were filed 1,508 specification cards and 5,519 alteration reports necessary in determining the safe working pressure and other required data for the boilers represented.

These were carefully analyzed in order to determine whether or not the boilers covered were so constructed as to be in safe and proper condition for service and whether the stresses were within the limits required. Numerous discrepancies were found and corrective measures taken.

Because of the defective condition in which locomotives were being operated by one carrier and its willful violation of the lawful order of our inspectors, information was furnished to the proper United States attorney, suit was brought in the United States District Court for the Southeastern Division of the Eastern District of Missouri, and judgment was rendered on 20 counts in favor of the Government.

No formal appeal from the decision of any inspector was filed during the year under section 6 of the act.

BUREAU OF VALUATION.

We have reached the stage in valuation of the steam railroads of the country where, except for rechecking, the inventorying of roads recently constructed, and a few minor details, the original field work has been completed. Underlying reports are being issued in large numbers, and hearings and final arguments on protested tentative valuations are in progress. Of 287 tentative valuations served, 101 have become final through absence of protest, which under the act any interested party may file within 30 days after service of the tentative valuation. Full hearings upon protests have been had in 39 cases. Six cases have been partly heard and 33 cases are assigned for hearing before December 31, 1922. Final arguments have been had in three cases and 12 were set for argument in November. Issues raised by protestants in 19 cases have been submitted without argument.

The act provides that valuation shall be kept up to date and we have taken steps to comply with that provision.

We have completed the transfer of all forces and records of the bureau to the central office in Washington, and have closed the San Francisco, Kansas City, Chicago, Chattanooga, and Washington district offices. This has been accompanied by reorganization and closer coordination. The number of employees has been reduced to approximately 550, or about one-third of the maximum reached in 1918. Expenditures have been reduced from approximately \$3,000,000 per annum during the first few years, \$2,735,911 for the fiscal year 1920-21, and \$1,597,572 for the fiscal year 1921-22, to approximately \$1,300,000. This reduction has, in large part, been made possible by the termination of original field work.

The following table shows data with respect to the underlying reports which have been completed and issued:

Section.	Number of reports.	Number of corporations.	Miles of road. ¹	Per cent of total mileage.
Accounting, as of Oct. 31, 1921.....	273	444	61,731	24.89
Accounting, as of Oct. 31, 1922.....	555	953	151,572	61.11
Engineering, as of Oct. 31, 1921.....	423	755	133,139	53.68
Engineering, as of Oct. 31, 1922.....	636	1,165	179,475	72.37
Land, as of Oct. 31, 1921.....	371	565	71,558	28.85
Land, as of Oct. 31, 1922.....	671	1,063	144,411	58.23

¹ Miles of first main and branch line roadway; no duplication for second track.

A like summary covering tentative valuation reports follows:

Date.	Number of reports.	Number of corporations.	Miles of road.	Per cent of total mileage.
Oct. 31, 1921.....	151	193	24,493	9.86
Oct. 31, 1922.....	287	400	39,956	16.11

These summaries do not adequately reflect the progress made. One feature of reorganization was the concentration of effort on production of reports covering the major steam railroad properties, particularly those of carriers whose gross revenues were \$25,000,000 or more per annum. Material progress has been made on these reports. Moreover 58 tentative valuation reports, embracing 84 corporate properties and 12,939 miles of road, which were completed but not issued on October 31, 1922, are not included in the immediately preceding table.

Another reorganization change made possible by practical completion of the original field work was the introduction of a system of scheduling as well as synchronizing the work of all sections of the bureau.

As the work progresses, under our plan of cooperation with the carriers greater time is required for conferences on preliminary engineering, land, and accounting reports in order to correct possible omissions, errors in quantities, unit prices, and other items. While this procedure somewhat lengthens the time required for completing tentative valuation reports it is productive of economy in final disposition of the cases.

USES FOR VALUATION DATA.

The emphasis laid upon valuation by the transportation act, 1920, has necessitated expediting the valuations of the steam railroads to meet increasing requirements.

Certain provisions of the interstate commerce act, as amended, can not effectively be carried out without the information supplied by the bureau.

In *Increased Rates*, 1920, 58 I. C. C. 220, decided July 29, 1920, we said with respect to valuation under section 19a:

So far as the work has produced results, either as to particular roads, or as showing general tendencies and principles, we have given consideration thereto.

At that time we had available underlying valuation reports covering 15.5 per cent of the total mileage. In our consideration of *Reduced Rates*, 1922, 68 I. C. C. 676, we had available underlying valuation reports covering 47.7 per cent of the total mileage. We there said, page 684:

More than 20 months have passed since our former determination, and in that period the valuation of the railroads under section 19a has gone forward. The work is still incomplete, but has progressed to such an extent that we may accept the results with fuller assurance, both as to particular roads and as showing general trends and principles.

Analysis of the preceding summaries and of the schedule for the remaining months of 1922 indicates that for a similar survey of rates, fares, and charges the underlying reports available early in 1923 would cover approximately 75 per cent of the total mileage.

Section 5 (4) of the act provides that, in preparing and adopting the plan for consolidation of the railway properties of the continental United States into a limited number of systems, the grouping should be so arranged that the rates, as between competitive systems and as related to the values of the properties through which the service is rendered, shall be the same so far as practicable. Paragraph (6) (b) of that section provides that the bonds and capital stock at par of the corporation which is to become the owner of the consolidated properties shall not exceed the value of the consolidated properties as determined by us, ascertained under section 19a of the interstate commerce act, and makes it our duty to proceed immediately to the ascertainment of such value upon the filing of the application for consolidation.

We have need also for valuation findings in regulation of security issues for existing companies and for the recapture of excess earnings. Requisitions for data are made by other branches of the Government. Local governments have called for valuation maps for use in planning development of industrial sites, flood control, port development, relocation of tracks, and planning of terminals.

OTHER VALUATION WORK.

Although the activities and energies of the bureau have been mainly directed to the properties of steam railroads, all original field work on the properties of the Western Union and Postal Telegraph companies has been completed. Engineering reports covering the Western Union property located on highways and in cities and

towns in 10 States have also been completed. For the same company 102 reports have been submitted on the lines of 334 railroad companies with an aggregate of 122,491 miles of pole line. The field work on the properties of the Pullman Co. has been completed. No substantial amount of work on the telephone lines has yet been completed and no work has been done, except incidentally, on electric railway lines and express and pipe line properties. In valuing the property of steam railroads we have incidentally inventoried the properties of several carriers by water, bridge companies, and others, but these properties are comparatively small.

REPEAL OF EXCESS COST REQUIREMENT.

The valuation amendment of March 1, 1913, required us to report "excess cost of condemnation and damages or of purchase in excess of present value" of common-carrier land. In June of that year the Supreme Court decided the Minnesota Rate cases, 230 U. S. 352, and following that decision we declined to state a figure for excess cost of lands. The Kansas City Southern Railway Co. brought an action of mandamus to require us to find and report such excess cost. The Supreme Court, on March 8, 1920, in *United States ex rel. Kansas City Southern Railway Co. v. Interstate Com. Com.*, 252 U. S. 178, held that we were required by the act to find excess cost irrespective of its evidential usefulness as an element of railway value. We thereafter proceeded in compliance with this decision. While the mandamus case was pending, and since, we favored and recommended to Congress the enactment of an amendment relieving us of the requirement which we regarded as impossible of accurate and reliable fulfillment. This recommendation was supported by the State commissions and others. On June 7, 1922, the President approved an act eliminating the requirement. Since that date work on the excess cost of acquisition has been suspended, and reference to it in tentative valuation reports has been omitted without impairing the thoroughness of the valuation work.

RAILWAY MAIL PAY.

Upon application of the interested carriers, made pursuant to the act of Congress of July 28, 1916, 39 Stat. 412, 425, we reopened the Railway Mail Pay case, 56 I. C. C. 1, for further hearing with respect to the facts and circumstances surrounding the transportation of the mails, and the services connected therewith, upon the lines of the New England carriers and upon the lines of 22 short-line railroads in intermountain and Pacific coast States.

The Postmaster General cooperated with the New England carriers in making a study of the cost of transporting mail upon their lines for the month of June, 1921. Hearings at which the statistical

data obtained from the study were presented to us for consideration have been completed.

The short lines in intermountain and Pacific coast States are now engaged, in cooperation with the Postmaster General, in analyzing and compiling the data gathered during the test month of September, 1921, for presentation to us.

Pursuant to the provisions of the act of Congress of July 2, 1918, 40 Stat. 742, 748, the American Electric Railway Association, on behalf of certain urban and interurban electric railway common carriers, applied on March 29, 1922, for a reopening of the Electric Railway Mail Pay case, 58 I. C. C. 455, and a reexamination of the facts and circumstances surrounding the transportation of the mails, and the service connected therewith, upon their lines. The petition alleged that the rates fixed by us were inadequate and asked us to fix and determine reasonable and adequate pay for the service. We deem it advisable that any rates fixed by us should have a general application to the service rendered by all such carriers. Accordingly, on June 5, 1922, we reopened the case and brought into the proceedings all urban and interurban electric railway common carriers subject to the act of July 2, 1918.

The Postmaster General and representatives of the electric railways have prepared forms and instructions for the purpose of securing cost and other data for the year ended December 31, 1921. These data will be submitted to us at forthcoming hearings.

STANDARD TIME ZONE INVESTIGATION.

We have issued our sixth, seventh, and eighth supplemental reports in this proceeding. In the sixth supplemental report, 64 I. C. C. 281, we permitted the Akron, Canton & Youngstown Railway for its greater convenience in operating the Northern Ohio Railway to use standard central time between New London and Plymouth, Ohio, with the understanding that it would, in its time-tables and bulletin boards for public use, show the arrival and departure of its trains between those stations in terms of standard eastern time. By the orders entered in connection with the seventh and eighth supplemental reports, 66 I. C. C. 566, and 73 I. C. C. 78, we so modified the zone boundary between the standard eastern and central time zones as to place Toledo, Ohio, and Detroit, Mich., within the former. The readjustment at Toledo necessitated the restoration of the zone boundary in northern Ohio to its approximate position as fixed by our original order, 51 I. C. C. 273. In both cases the petitioning cities clearly established that the use of eastern time results in greater convenience for the commerce of their localities than does central time. Their proximity to the eastern zone made their inclusion therein possible without material deformation of the zone boundary.

BOARDS OF REFEREES.

These boards, created to hear and determine cases brought under the provisions of sections 3 and 6 of the Federal control act, have been constituted from our official force.

Proceedings were expedited and reports were promptly made in all cases. Upon request of claimants the proceedings in cases brought under the provisions of section 6 of that act were held in abeyance pending their further efforts to effect settlements with the Director General of Railroads.

Six reports were made by the boards to the President and 19 cases were dismissed at the instance of the claimants, following final settlement of their claims with the Director General of Railroads.

Eleven boards have been appointed for cases brought under section 3 of the Federal control act.

Eight cases brought under the provisions of section 3 of the Federal control act, and 27 cases brought under the provisions of section 6 of that act, are pending.

SUMMARY OF RECOMMENDATIONS.

For the reasons previously stated in this report and in former reports, we recommend:

1. That section 1 of the interstate commerce act be amended to provide for the punishment of any person offering or giving to an employee of a carrier subject to the act any money or thing of value with intent to influence his action or decision with respect to car service, and to provide also for the punishment of the guilty employee.

2. That the boiler inspection act, as amended, be further amended to provide for increases in the number and salaries of inspectors. That the increase in the number of inspectors under the safety appliance acts provided for by the first deficiency act, fiscal year 1923, approved September 22, 1922, be made permanent.

3. That subject to appropriate exceptions the use of steel cars in passenger-train service be required, and that the use in passenger trains of wooden cars between or in front of steel cars be prohibited.

4. That the hours of service act of March 4, 1907, 34 Stat. 1415; 8 Comp. Stat. 1916, p. 9448, be so amended as to require all service of employees subject to the act to be construed as continuous service, except that if an employee is given a release from duty for a definite period of not less than three hours, and under such circumstances that the employee has proper facilities and opportunities for securing rest during such relief period, such relief period can be used to break the continuity of the service and the service ceases to be continuous and becomes aggregate service.

5. That to complete some and undertake other of the important duties laid upon us by the transportation act, 1920, and other acts,

and to keep the general work current, we recommend appropriations sufficient to meet our absolutely necessary requirements. The performance of our manifold duties, each under specific authority of law, will be curtailed by the reduction in our current appropriation, or under our 1924 estimate.

6. That section 20a of the interstate commerce act be amended to include within its provisions electric railway companies engaged in the general transportation of freight.

7. That paragraphs (4) to (8), inclusive, of section 5 of the interstate commerce act be so amended or supplemented as clearly to provide whether and, if so, how voluntary consolidations may be effected pending ultimate adoption by us of a complete plan of consolidation.

8. That section 25 of the interstate commerce act be amended by making it unnecessary for common carriers by water in foreign commerce to file, and for us to publish, the information referred to in paragraph (1) of the section.

9. That section 19 of the merchant marine act, 1920, be amended so that its provisions will clearly not be applicable to the Interstate Commerce Commission, and that section 28 of this act be reconsidered by the Congress in the light of the circumstances set forth in the chapter on the effect of this statute appearing at pages 13 and 14 of our thirty-fifth annual report to the Congress. In this connection reference is made to our report dated June 29, 1922, to the chairman of the Committee on Interstate and Foreign Commerce, on H. R. 12021, Sixty-seventh Congress, second session.

Statement of appropriations and expenditures for the fiscal year ended June 30, 1922.

Sundry civil act, Mar. 4, 1921:

For salaries of commissioners.....	\$132,000.00	
For salary of secretary.....	7,500.00	
		\$139,500.00
For all other authorized expenditures necessary in the execution of laws to regulate commerce—		
General.....	1,900,000.00	
Deficiency act approved Dec. 15, 1921.....	300,000.00	
		2,200,000.00
To further enable the Interstate Commerce Commission to enforce compliance with section 20 of the act to regulate commerce as amended by the acts approved June 29, 1906, including the employment of necessary special agents or examiners.....		500,000.00
To enable the Interstate Commerce Commission to keep informed regarding compliance with acts to promote the safety of employees and travelers upon railroads, investigation and testing of block-signal and train-control systems, and the investigation of hours of service, including the employment of inspectors: Safety.....		313,600.00

Sundry civil act, Mar. 4, 1921—Continued.

For the payment of all authorized expenditures under the provisions of the act of February 17, 1911, "to promote the safety of employees and travelers upon railroads by compelling common carriers engaged in interstate commerce to equip their locomotives with safe and suitable boilers and appurtenances thereto": Locomotive inspection.....		\$290, 000. 00
To enable the Interstate Commerce Commission to carry out the objects of the act approved Mar. 1, 1913, providing for the valuation of the several classes of property of carriers: Valuation.....		1, 750, 000. 00
Legislative, executive, and judicial act, Mar. 3, 1921:		
Increase of compensation, Interstate Commerce Commission.....		307, 332. 33
Total.....		5, 500, 432. 33
Amounts expended under appropriations for the fiscal year ended June 30, 1922:		
As salaries to commissioners and secretary.....		\$138, 433. 34
All other authorized expenditures, from general appropriation.....		2, 109, 459. 83
Examination of accounts.....		498, 430. 16
Safety appliance, block signal, and hours of service..		306, 479. 74
Locomotive inspection.....		286, 972. 26
Valuation.....		1, 595, 488. 89
Increase of compensation.....		307, 332. 33
		5, 242, 596. 55
Unexpended balance of appropriations:		
As salaries to commissioners.....		1, 066. 66
All other authorized expenditures from general appropriations.....		90, 540. 17
Examination of accounts.....		1, 569. 84
Safety appliance, block signal, and hours of service..		7, 120. 26
Locomotive inspection.....		3, 027. 74
Valuation.....		154, 511. 11
		257, 835. 78
		5, 500, 432. 33

CHARLES C. McCHORD, *Chairman.*

BALTHASAR H. MEYER.

HENRY C. HALL.

WINTHROP M. DANIELS.

CLYDE B. AITCHISON.

JOSEPH B. EASTMAN.

MARK W. POTTER.

JOHN J. ESCH.

JOHNSTON B. CAMPBELL.

ERNEST I. LEWIS.

FREDERICK I. COX.

APPENDIX A.

INDICTMENTS RETURNED, INFORMATIONS FILED, AND CASES CONCLUDED.

Summary of indictments returned and informations filed between November 1, 1921, and October 31, 1922, inclusive, for violations of the interstate commerce, Elkins, and bills of lading acts.

Summary of cases arising from violations of the above acts concluded between November 1, 1921, and October 31, 1922, inclusive, and sentences imposed.

**SUMMARY OF INDICTMENTS RETURNED AND INFORMATIONS FILED
BETWEEN NOVEMBER 1, 1921, AND OCTOBER 31, 1922, INCLUSIVE.**

United States *v.* Atlanta & St. Andrews Bay Railway Co., District Court, Middle Alabama, June 6, 1922, indictment charging falsifying records; 6 counts.

United States *v.* Lonnie Baxter and Amos Keels, District Court, Eastern North Carolina, April 3, 1922, indictment charging unlawful use of pass; 1 count.

United States *v.* Eddie Bowman and William Minnis, District Court, Western North Carolina, June 5, 1922, indictment charging unlawful use of pass; 1 count.

United States *v.* Henry Brown and Marshall Smith, District Court, Western Pennsylvania, April 7, 1922, information charging unlawful use of pass; 1 count.

United States *v.* M. M. Campbell, Louis J. Azen, Allen Schwartz, Jake Schwartz, and Gerald H. Brady, District Court, Western Pennsylvania, April 28, 1922, information charging unlawful use of pass; 1 count.

United States *v.* Edward I. Clark, District Court, Northern West Virginia, May 4, 1922, information charging unlawful use of pass; 1 count.

United States *v.* F. S. Clark, District Court, Western Pennsylvania, April 13, 1922, information charging unlawful use of pass; 1 count.

United States *v.* Henry Cohen, District Court, Southern Ohio, April 8, 1922, indictment charging false billing; 5 counts.

United States *v.* Arthur Lincoln Conkey and Eleanor Elisabeth Harris, District Court, Northern Ohio, December 2, 1921, indictment charging conspiring to unlawfully use a pass; 1 count.

United States *v.* John G. Cotton, District Court, Southern Ohio, April 8, 1922, indictment charging false billing; 10 counts.

United States *v.* G. E. Crowell, District Court, Western North Carolina, April 17, 1922, indictment charging making and uttering, with intent to defraud, false bill of lading; 1 count.

United States *v.* Abe Daniels, Bert M. Rhydderck, and George Charles Lee, District Court, Western Pennsylvania, April 28, 1922, information charging unlawful use of pass; 1 count.

United States *v.* E. J. Deasy, G. H. Nelson, P. J. Scanlon, and Nate Schlecter, District Court, Western Pennsylvania, April 28, 1922, information charging unlawful use of pass; 1 count.

United States *v.* A. E. Dodd, District Court, Wyoming, May 11, 1922, indictment charging unlawful use of pass; 1 count.

United States *v.* Oliver C. Dorne and James H. Hayword, District Court, Western Texas, February 17, 1922, information charging unlawful use of pass; 1 count.

United States *v.* Harry Dunn and M. L. Wooslayer, District Court, Western Pennsylvania, April 28, 1922, information charging unlawful use of pass; 1 count.

United States *v.* Phillip U. Fay, District Court, Eastern New York, October 31, 1922, indictment charging misbilling; 5 counts.

United States *v.* Lester Gordon, District Court, Western Tennessee, May 25, 1922, indictment charging unlawful use of pass; 1 count.

United States *v.* John Gorman, District Court, Northern Illinois, June 30, 1922, indictment charging falsifying records; 3 counts.

United States *v.* Great Central Forwarding Company, District Court, Eastern New York, October 31, 1922, indictment charging misbilling; 10 counts.

United States *v.* Nick Idonia, District Court, Northern West Virginia, January 10, 1922, information charging unlawful use of pass; 1 count.

United States *v.* J. Martin Jacobson, District Court, Eastern New York, October 31, 1922, indictment charging misbilling; 5 counts.

United States *v.* Raymond H. Jenkins and Lillian Heinz, District Court, Wyoming, November 22, 1921, indictment charging unlawful use of pass; 1 count.

United States *v.* Mary Alice Johnson, District Court, Western Texas, February 7, 1922, indictment charging unlawful use of pass; 1 count.

United States *v.* S. S. Kirkpatrick, District Court, Western North Carolina, June 5, 1922, indictment charging aiding and abetting in unlawful use of pass; 2 counts.

United States *v.* Frank Murhee, District Court, Southern Florida, May 30, 1922, indictment charging unlawful use of pass; 1 count.

United States *v.* Charles G. Oldham, District Court, Western Pennsylvania, April 22, 1922, information charging unlawful use of pass; 1 count.

United States *v.* J. E. Pickler, District Court, Western Tennessee, May 22, 1922, indictment charging unlawful use of pass; 1 count.

United States *v.* Carl Schmerts, William W. Hall, and G. Hammond, District Court, Utah, December 9, 1921, information charging conspiring to unlawfully use pass; 1 count.

United States *v.* John Sharp, District Court, Middle Pennsylvania, March 15, 1922, indictment charging unlawful use of pass; 1 count.

United States *v.* Coy S. Simpson, District Court, Eastern Missouri, June 13, 1922, indictment charging falsifying records; 5 counts.

United States *v.* George F. Smith and S. F. Fiero, District Court, Western Pennsylvania, April 28, 1922, information charging unlawful use of pass; 1 count.

United States *v.* Joseph L. Smith, District Court, Eastern Missouri, June 13, 1922, indictment charging falsifying records; 3 counts.

United States *v.* W. E. Swain, District Court, Western Texas, December 21, 1921, indictment charging making and uttering, with intent to defraud, false bill of lading; 1 count.

United States *v.* William Thomas, District Court, Middle Pennsylvania, March 15, 1922, indictment charging unlawful use of pass; 1 count.

United States *v.* C. L. Tippler, District Court, Western Texas, September 28, 1922, indictment charging unlawful use of pass; 1 count.

United States *v.* Edith Twigg, District Court, Northern West Virginia, June 20, 1922, information charging unlawful use of pass; 1 count.

United States *v.* M. B. Ware, District Court, Northern West Virginia, May 4, 1922, information charging unlawful use of pass; 1 count.

United States *v.* N. P. Ware, District Court, Northern West Virginia, May 4, 1922, information charging unlawful use of pass; 1 count.

United States *v.* Ernest L. Wellman, District Court, Western Michigan, June 10, 1922, indictment charging making and uttering, with intent to defraud, false bills of lading; 2 counts.

United States *v.* Bert William Wilcox, District Court, Northern Ohio, April 24, 1922, indictment charging falsifying records; 1 count.

United States *v.* Bert William Wilcox, District Court, Northern Ohio, June 16, 1922, indictment charging falsifying records; 1 count.

United States *v.* Harry E. Wilder and Olla Belle Slaton, District Court, Western Texas, February 14, 1922, information charging unlawful use of pass; 1 count.

SUMMARY OF CASES CONCLUDED IN UNITED STATES DISTRICT COURTS BETWEEN NOVEMBER 1, 1921, AND OCTOBER 31, 1922, INCLUSIVE.

United States *v.* Lonnie Baxter and Amos Keels, District Court, Eastern North Carolina, indictment charging unlawful use of pass. April 7, 1922, plea of guilty entered on behalf of Baxter and fine of \$50 imposed. Indictment returned April 3, 1922.

United States *v.* Eddie Bowman and William Minnis, District Court, Western North Carolina, indictment charging unlawful use of pass. June 10, 1922, pleas of guilty entered and fine of \$500 imposed upon each defendant. Indictment returned June 5, 1922.

United States *v.* F. S. Clark, District Court, Western Pennsylvania, information charging unlawful use of pass. April 13, 1922, plea of guilty entered and fine of \$100 imposed. Information filed April 13, 1922.

United States *v.* Henry Cohen, District Court, Southern Ohio, indictment charging false billing. May 1, 1922, plea of guilty entered and fine of \$250 imposed. Indictment returned April 8, 1922.

United States *v.* Arthur Lincoln Conkey and Eleanor Elisabeth Harris, District Court, Northern Ohio, indictment charging conspiring to unlawfully use a pass. July 10, 1922, verdicts of guilty entered. July 14, 1922, sentence to serve 6 months in workhouse imposed upon each defendant. Indictment returned December 2, 1921.

United States *v.* John G. Cotton, District Court, Southern Ohio, indictment charging false billing. May 11, 1922, verdict of not guilty entered. Indictment returned April 8, 1922.

United States *v.* Thomas G. Crowe, District Court, Eastern Pennsylvania, indictment charging false billing. December 16, 1921, plea of guilty entered and fine of \$250 imposed. Indictment returned June 6, 1921.

United States *v.* Oliver C. Dorne and James H. Hayword, District Court, Western Texas, information charging unlawful use of pass. February 17, 1922, pleas of guilty entered and fine of \$100 imposed upon each defendant. Indictment returned February 17, 1922.

United States v. Lester Gordon, District Court, Western Tennessee, indictment charging unlawful use of pass. May 25, 1922, plea of guilty entered and fine of \$300 imposed. Indictment returned May 25, 1922.

United States v. Nick Idonia, District Court, Northern West Virginia, information charging unlawful use of pass. January 10, 1922, plea of guilty entered and fine of \$150 imposed. Information filed January 10, 1922.

United States v. Raymond H. Jenkins and Lillian Heinz, District Court, Wyoming, indictment charging unlawful use of pass. December 2, 1921, verdicts of guilty entered. December 3, 1921, sentence to pay fine of \$100 imposed upon each defendant. Indictment returned November 22, 1921.

United States v. Mary Alice Johnson, District Court, Western Texas, indictment charging unlawful use of pass. February 9, 1922, plea of guilty entered and fine of \$100 imposed. Indictment returned February 7, 1922.

United States v. Frank Murhee, District Court, Southern Florida, indictment charging unlawful use of pass. May 30, 1922, plea of guilty entered. Sentence suspended. Indictment returned May 30, 1922.

United States v. Charles G. Oldham, District Court, Western Pennsylvania, information charging unlawful use of pass. April 22, 1922, plea of guilty entered and fine of \$100 imposed. Information filed April 22, 1922.

United States v. J. E. Pickler, District Court, Western Tennessee, indictment charging unlawful use of pass. May 22, 1922, plea of guilty entered and fine of \$100 imposed. Indictment returned May 22, 1922.

United States v. W. E. Swain, District Court, Western Texas, indictment charging making and uttering, with intent to defraud, false bills of lading. February 23, 1922, plea of guilty entered and sentence to serve three months in jail and pay fine of \$200 imposed. Indictment returned December 21, 1921.

United States v. Edith Twigg, District Court, Northern West Virginia, information charging unlawful use of pass. June 22, 1922, plea of guilty entered and fine of \$500 imposed. Information filed June 20, 1922.

United States v. M. B. Ware, District Court, Northern West Virginia, information charging unlawful use of pass. May 15, 1922, plea of guilty entered and fine of \$100 imposed. Information filed May 4, 1922.

United States v. N. P. Ware, District Court, Northern West Virginia, information charging unlawful use of pass. May 15, 1922, plea of guilty entered and fine of \$100 imposed. Information filed May 4, 1922.

United States v. Harry E. Wilder and Olla Belle Slaton, District Court, Western Texas, information charging unlawful use of pass. February 18, 1922, pleas of guilty entered and fine of \$100 imposed upon each defendant. Information filed February 14, 1922.

APPENDIX B.

SUMMARIES SHOWING ACTION TAKEN SINCE THE
PERIOD COVERED BY THE LAST ANNUAL REPORT
WITH RESPECT TO CASES INVOLVING ORDERS OR
REQUIREMENTS OF THE COMMISSION AND STATUS
ON OCTOBER 31, 1922, OF CASES PENDING
IN THE COURTS.

CASES DECIDED BY THE COURTS SINCE OCTOBER 31, 1921.

SUPREME COURT OF THE UNITED STATES.

Louisiana & Pine Bluff Railway Co. v. The United States of America and Interstate Commerce Commission.

Suit in equity to set aside an order of the commission relating to divisions to be paid to the Louisiana & Pine Bluff Railway Co., a tap line, out of through interstate rates, by the Missouri Pacific and other carriers. 53 I. C. C. 475.

On March 4, 1921, the petition was dismissed, and on November 7, 1921, the decree of the lower court was affirmed.

Central Railroad Co. of New Jersey et al. v. The United States, respondent, and Interstate Commerce Commission, intervening respondent.

Suit in equity to annul an order of the commission requiring certain carriers to remove undue prejudice which resulted from permitting milling-in-transit privilege at points in Central Freight Association Territory while denying similar privilege at Newark, N. J. 61 I. C. C. 145.

On July 2, 1921, the injunction asked for was denied. On December 5, 1921, the decree of the lower court was reversed.

The State of New York and Charles D. Newton, personally and as Attorney General of the state of New York, v. The United States, and v. Edgar E. Clark et al., constituting the Interstate Commerce Commission.

Suit in equity to set aside an order of the commission requiring increases in certain intrastate rates, fares, and charges in the State of New York. 59 I. C. C. 290.

On February 21, 1921, the injunction asked for was denied and the petition was dismissed, and on February 27, 1922, the decision of the lower court was affirmed.

Railroad Commission of Wisconsin et al. v. Chicago, Burlington & Quincy Railroad Co.

Suit in equity to set aside an order of the commission requiring increases in certain intrastate fares and charges in the State of Wisconsin. 59 I. C. C. 391.

On February 27, 1922, the Supreme Court affirmed the decision of the lower court and sustained the order of the commission.

State of Texas v. The Interstate Commerce Commission and The Railroad Labor Board.

Suit in equity, filed originally in the Supreme Court, seeking to have the Railroad Labor Board sections 300 to 316, inclusive, of the transportation act, and sections 402, 407, 416, 418, 422, and 439 of that act, including paragraphs (18) to (22) of section 1, paragraphs (1) to (8) of section 5, paragraphs (3) and (4) of section 13, paragraph (1) of section 15, section 15a, and section 20a of the interstate commerce act declared to be invalid, unconstitutional, and void.

On March 6, 1922, the Supreme Court dismissed the bill for want of jurisdiction.

State of Texas et al. v. United States, Interstate Commerce Commission, et al.

Suit in equity to set aside a certificate of public convenience and necessity granted by the commission, division 4, in what is known as the *Eastern Texas Railroad Company case*.

On September 21, 1921, the petition was dismissed, and on March 13, 1922, the Supreme Court reversed the decree of the lower court.

State of North Dakota, ex rel. William Lemke, Attorney General, plaintiff, v. Chicago & Northwestern Railway Co. et al., defendants.

Suit in equity, filed originally in Supreme Court, seeking to enjoin defendant carriers from putting into effect an order of the commission requiring increases in certain intrastate rates, fares, and charges in the State of North Dakota. 61 I. C. C. 504.

On January 23, 1922, the Supreme Court dismissed the bill, for want of jurisdiction.

United States of America ex rel. Members of the Waste Merchants Association of New York, a voluntary association, v. The Interstate Commerce Commission.

Proceeding in mandamus to compel the commission to award reparation on certain shipments of freight articles from New York, N. Y., to various points in other States. 57 I. C. C. 686.

On December 1, 1920, the Supreme Court of the District of Columbia overruled the demurrer to commission's answer. On December 5, 1921, the decision of the lower court was reversed with directions to issue the writ prayed for, and on January 11, 1922, an appeal was taken to the Supreme Court. On October 23, 1922, the Supreme Court reversed the judgment of the Court of Appeals of the District of Columbia and upheld the action of the commission.

DISTRICT COURTS OF THE UNITED STATES.

Wyoming Railway Co. v. United States, defendant, and Interstate Commerce Commission, intervening defendant. District of Wyoming.

Suit in equity to set aside an order of the commission requiring Wyoming Railway Co. and certain other carriers to remove undue prejudice found to exist in rates for the transportation of lumber and lumber products, in carloads, from points in Idaho, Montana, and Washington to Ucross and Buffalo, Wyo. 64 I. C. C. 485.

On January 21, 1922, the injunction asked for was denied and the petition was dismissed.

The Illinois Central Railroad Co. et al. v. The United States of America, defendant, and Interstate Commerce Commission, intervening defendant. Southern District of Mississippi, Jackson Division.

Suit in equity to set aside an order of the commission requiring Illinois Central Railroad Co., Fernwood & Gulf Railroad Co., and certain other carriers to remove undue prejudice found to exist in rates for the transportation of yellow-pine lumber, timber, and lumber products, in carloads, shipped from Knoxo, Miss., to the Ohio River crossings, to destinations in Wisconsin, Minnesota, Iowa, and Missouri, to destinations in central and eastern trunk-line territories, and to destinations in Tennessee and Kentucky. 61 I. C. C. 485.

On August 19, 1921, the injunction asked for was issued and on May 2, 1922, the case was appealed to the Supreme Court.

Village of Hubbard, Ohio, v. United States of America, the Interstate Commerce Commission, and the Pennsylvania-Ohio Power & Light Co. Northern District of Ohio, Eastern Division.

Suit in equity to set aside an order of the commission requiring increases in certain intrastate passenger fares in the state of Ohio. 64 I. C. C. 493.

On March 13, 1922, the injunction asked for was issued.

The City of Wellsville, Ohio, v. The United States of America, and the Steubenville East Liverpool and Beaver Valley Traction Co., defendants, and Interstate Commerce Commission, intervening defendant. Northern District of Ohio, Eastern Division.

Suit in equity to set aside an order of the commission requiring increases in certain intrastate passenger fares in the State of Ohio. 64 I. C. C. 517.

On March 13, 1922, the injunction asked for was issued.

The State of Tennessee et al. v. The United States. Middle District of Tennessee, Nashville Division.

Suit in equity to annul an order of the commission requiring increases in certain intrastate rates and charges in the State of Tennessee. 63 I. C. C. 160.

On April 1, 1922, the injunction asked for was granted, and on May 23, 1922, the case was appealed to the Supreme Court.

The Akron, Canton & Youngstown Railway Co. et al. v. The United States of America. Southern District of New York.

Suit in equity to set aside an order of the commission requiring increases in divisions of joint rates paid to New England carriers. 66 I. C. C. 196.

On May 25, 1922, the injunction asked for was denied, and on October 12, 1922, an appeal was taken to the Supreme Court.

Edward Hines Yellow Pine Trustees v. The United States, defendant, and Interstate Commerce Commission, intervening defendant. Northern District of Illinois, Eastern Division.

Suit in equity to set aside an order of the commission requiring certain carriers to cancel a penalty charge of \$10 per car per day after 48 hours exacted by them, in addition to the regular demurrage charge, on cars used in transporting lumber while being held for reconignment at intermediate points. 66 I. C. C. 393.

On June 15, 1922, the bill was dismissed, and on July 31, 1922, an appeal was taken to the Supreme Court.

Abilene & Southern Railway Co. et al. v. The United States, defendant, and Interstate Commerce Commission, intervening defendant. District of Kansas, Second Division.

Suit in equity to set aside the order of the commission requiring increases in divisions of joint rates paid to the Kansas City, Mexico & Orient Railway Co. and the Kansas City, Mexico & Orient Railway Co. of Texas. 73 I. C. C. 319.

On October 2, 1922, the restraining order asked for was granted. Pending final hearing.

COURT OF APPEALS OF THE DISTRICT OF COLUMBIA.

United States of America ex rel. Members of the Waste Merchants Association of New York, a voluntary association, v. The Interstate Commerce Commission.

Proceeding in mandamus to compel the commission to award reparation on certain shipments of freight articles from New York, N. Y., to various points in other States. 57 I. C. C. 686.

On December 1, 1920, the Supreme Court of the District of Columbia overruled the demurrer to commission's answer. On December 5, 1921, the decision of the lower court was reversed with directions to issue the writ prayed for, and on January 11, 1922, an appeal was taken to the Supreme Court.

Detroit & Toledo Shore Line Railroad Co. v. Interstate Commerce Commission, United States of America.

Petition for writ of certiorari commanding the commission to certify to the court the record upon which it acted in said case.

On June 21, 1921, the rule to show cause was discharged and the petition was dismissed, and on December 5, 1921, the decision of the lower court was affirmed.

United States of America at the relation of the Western Union Telegraph Co. v. Interstate Commerce Commission of the United States.

Petition for mandamus to compel the commission to change its method of inventorying telegraph property in valuation cases.

On May 4, 1921, the petition was dismissed, and on March 6, 1922, the decision of the lower court was affirmed.

Pittsburgh & West Virginia Railway Co. v. Interstate Commerce Commission.

Suit in equity to enjoin the commission temporarily and permanently from taking further action, so far as the Pittsburgh & West Virginia was concerned, in a proceeding then pending before the commission in which the Wayne Coal Co. was complainant and the director general and the Pittsburgh & West Virginia were defendants.

On June 22, 1921, the injunction asked for was denied and the petition was dismissed, and on May 1, 1922, the decree of the lower court was affirmed.

SUPREME COURT OF THE DISTRICT OF COLUMBIA.

Chicago, New York & Boston Refrigerator Co. v. Interstate Commerce Commission.

Proceeding in mandamus to compel the commission to ascertain and certify to the Secretary of the Treasury amounts alleged to be necessary to make good to relator the guaranty contained in section 209 of the transportation act of 1920.

On July 31, 1922, the writ prayed for was denied.

CASES DISMISSED ON MOTION OF PETITIONERS.

SUPREME COURT OF THE UNITED STATES.

Illinois authorities v. 33 suits by individual carriers.

Suits in equity to restrain Illinois authorities from interfering with compliance by carriers with commission's order requiring increases in certain intrastate passenger fares and in sleeping and parlor car charges, in the State of Illinois. 59 I. C. C. 350.

On February 14, 1921, cross bill making the United States and the Interstate Commerce Commission defendants was dismissed and interlocutory injunction asked for was granted. On June 8, 1921, an appeal was taken to the Supreme Court, and on May 15, 1922, the appeal was dismissed on motion of the appellants.

Edward J. Brundage, Attorney General of Illinois, et al. v. The United States, defendant, and the Interstate Commerce Commission, intervening defendant.

Suit in equity to set aside an order of the commission requiring increases in certain intrastate rates and charges for freight services and for the transportation of milk and cream in the State of Illinois. 60 I. C. C. 92.

On February 14, 1921, the injunction asked for was denied and the petition was dismissed. On June 8, 1921, an appeal was taken to the Supreme Court, and on October 3, 1922, the appeal was dismissed in accordance with stipulation of counsel.

Edward J. Brundage, Attorney General of Illinois, et al. v. The United States et al., defendant, and the Interstate Commerce Commission, intervening defendant.

Suit in equity to set aside an order of the commission requiring increases in certain intrastate passenger fares and in sleeping and parlor car charges in the State of Illinois. 59 I. C. C. 350.

On February 14, 1921, the injunction asked for was denied and the petition was dismissed. On June 8, 1921, an appeal was taken to the Supreme Court, and on October 3, 1922, the appeal was dismissed in accordance with stipulation of counsel.

DISTRICT COURTS OF THE UNITED STATES.

State of Alabama and Alabama Public Service Commission v. United States et al. Middle District of Alabama, Northern Division.

Suit in equity to set aside an order of the commission requiring increases in surcharges upon passengers traveling in sleeping and parlor cars in the State of Alabama. 62 I. C. C., 153.

On March 16, 1922, the case was dismissed on motion of petitioner.

Missouri, Kansas & Texas Railway Co. v. United States, Interstate Commerce Commission, et al. Northern District of Texas.

Suit in equity to annul an order of the commission awarding reparation on shipments of cattle from points in Texas and other States to points in Illinois and other States. 30 I. C. C. 721.

Case dismissed on motion of petitioner.

St. Louis, Iron Mountain & Southern Railway Co. v. United States, Interstate Commerce Commission, et al. Northern District of Texas.

Suit in equity to annul an order of the commission awarding reparation on shipments of cattle from points in Texas and other States to points in Illinois and other States. 30 I. C. C. 721.

Case dismissed on motion of petitioner.

Chicago & Eastern Illinois Railroad Co. v. United States, Interstate Commerce Commission, et al. Northern District of Texas.

Suit in equity to annul an order of the commission awarding reparation on shipments of cattle from points in Texas and other States to points in Illinois and other States. 30 I. C. C. 721.

Case dismissed on motion of petitioner.

St. Louis & San Francisco Railroad Co. v. United States, Interstate Commerce Commission, et al. Northern District of Texas.

Suit in equity to annul an order of the commission awarding reparation on shipments of cattle from points in Texas and other States to points in Illinois and other States. 30 I. C. C. 721.

Case dismissed on motion of petitioner.

CASE DROPPED FROM DOCKET ON FILING OF DISCONTINUANCE.**DISTRICT COURTS OF THE UNITED STATES.**

Chestnut Ridge Railway Co. v. United States and Interstate Commerce Commission.
District of New Jersey.

Suit in equity to annul an order of the commission vacating orders of December 23, 1915, and January 12, 1916, suspending certain tariffs providing for divisions to Chestnut Ridge Railway Co., an industrial line. New action following dismissal of similar suit between same parties. 41 I. C. C. C. 62; 50 I. C. C. 152.

On June 23, 1922, discontinued on motion of the parties.

CASES TREATED AS DISPOSED OF FINALLY.**DISTRICT COURTS OF THE UNITED STATES.**

E. H. Miller v. United States. Southern District of New York.

Suit in equity to set aside an order of the commission approving the issuance of new securities by the Chicago & Eastern Illinois Railway Co.

On May 24, 1921, the petition was dismissed. Case treated as finally disposed of because appeal not taken within time allowed by law.

The City of New York, plaintiff, and the State of New York, intervening plaintiff, v. The United States, and v. Edgar E. Clark et al., constituting the Interstate Commerce Commission. Eastern District of New York.

Suit in equity to set aside an order of the commission requiring increases in certain intrastate rates, fares, and charges in the State of New York, in so far as it relates to the Long Island Railroad Co. and the Staten Island Rapid Transit Railway Co.

Case treated as finally disposed of because on February 27, 1922, in the *New York Passenger Fares* case, the Supreme Court upheld the order involved in this case.

SUPREME COURT OF THE DISTRICT OF COLUMBIA.

United States of America at the relation of Kansas City Southern Railway Co. v. The United States and Interstate Commerce Commission.

Petition for mandamus to compel the commission to receive certain evidence which it had refused to receive in a proceeding then pending before it, entitled "In the matter of the valuation of the property of the Kansas City Southern Railway Co. et al."

On June 2, 1919, the Court of Appeals of the District of Columbia affirmed a judgment of the Supreme Court of said District dismissing the carrier's petition, and on June 16, 1919, an appeal was taken to the Supreme Court.

On March 8, 1920, the Supreme Court reversed the decisions of the lower courts and ordered the issuance of the writ of mandamus prayed for.

On June 7, 1920, a peremptory writ of mandamus was issued by the Supreme Court of the District of Columbia, and on June 16, 1920, the writ was suspended by that court.

Case treated as disposed of finally because of amendment to valuation act.

Pittsburgh & West Virginia Railway Co. v. Interstate Commerce Commission.

Suit in equity to enjoin the commission temporarily and permanently from taking further action, so far as the Pittsburgh & West Virginia was concerned, in a proceeding then pending before the commission in which the Wayne Coal Co. was complainant and the director general and the Pittsburgh & West Virginia were defendants.

On June 22, 1921, the injunction asked for was denied and the petition was dismissed, and on May 1, 1922, the decision of the lower court was affirmed by the Court of Appeals of the District of Columbia.

Case treated as disposed of finally because no appeal taken.

COURT OF APPEALS OF THE DISTRICT OF COLUMBIA.

Detroit & Toledo Shore Line Railroad Co. v. Interstate Commerce Commission, United States of America.

Petition for writ of certiorari commanding the commission to certify to the court the record upon which it acted in said case.

On June 21, 1921, the rule to show cause was discharged and the petition was dismissed, and on December 5, 1921, the decision of the lower court was affirmed.

On January 7, 1922, the Supreme Court denied writ of error and writ of certiorari, and case is treated as finally disposed of.

CASES PENDING IN THE COURTS OCTOBER 31, 1922.

SUPREME COURT OF THE UNITED STATES.

United States of America, at the relation of the Western Union Telegraph Co., v. Interstate Commerce Commission of the United States.

Petition for mandamus to compel the commission to change its method of inventorying telegraph property in valuation cases.

On May 4, 1921, the petition was dismissed, and on March 6, 1922, the decision of the lower court was affirmed. On May 3, 1922, an appeal was taken to the Supreme Court.

The United States et al., appellants, v. The Illinois Central Railroad Company et al., appellees.

Suit in equity to set aside an order of the commission requiring Illinois Central R. R. Co., Fernwood & Gulf R. R. Co., and certain other carriers, to remove undue prejudice found to exist in rates for the transportation of yellow-pine lumber, timber, and lumber products, in carloads, shipped from Knoxo, Miss., to the Ohio River crossings, to destinations in Wisconsin, Minnesota, Iowa, and Missouri, to destinations in central and eastern trunk-line territories, and to destinations in Tennessee and Kentucky. 61 I. C. C. 485.

On August 19, 1921, the injunction asked for was issued and on May 2, 1922, the case was appealed to the Supreme Court.

United States, Interstate Commerce Commission, et al., appellants, v. The State of Tennessee, et al., appellees.

Suit in equity to annul an order of the commission requiring increases in certain intrastate rates and charges in the State of Tennessee. 63 I. C. C. 160.

On April 1, 1922, the injunction asked for was granted, and on May 23, 1922, the case was appealed to the Supreme Court.

Edward Hines Yellow Pine Trustees v. The United States, defendant, and Interstate Commerce Commission, intervening defendant.

Suit in equity to set aside an order of the commission requiring certain carriers to cancel a penalty charge of \$10 per car per day after 48 hours exacted by them, in addition to the regular demurrage charge, on cars used in transporting lumber while being held for reconsignment at intermediate points. 66 I. C. C. 393.

On June 15, 1922, the bill was dismissed, and on July 31, 1922, an appeal was taken to the Supreme Court.

The Akron, Canton & Youngstown Railway Co. et al. v. The United States of America.

Suit in equity to set aside an order of the commission requiring increases in divisions of joint rates paid to New England carriers. 66 I. C. C. 196.

On May 25, 1922, the injunction asked for was denied, and on October 12, 1922, an appeal was taken to the Supreme Court.

COURT OF APPEALS OF THE DISTRICT OF COLUMBIA.

Donner Steel Co. (Inc.) v. Interstate Commerce Commission.

Petition for writ of certiorari or mandamus commanding the commission to certify to the court the record upon which it acted in said case and to compel the commission to ascertain, fix, and determine the reasonable cost to complainant of performing car-spotting service with its own facilities, and to make an award of damages to complainant. 57 I. C. C. 745.

On July 25, 1921, the rule to show cause was discharged and the commission's demurrer to petition was sustained, and on February 28, 1922, an appeal was taken to the Court of Appeals of the District of Columbia.

Pending decision.

Chicago, New York & Boston Refrigerator Co. v. Interstate Commerce Commission.

Proceeding in mandamus to compel the commission to ascertain and certify to the Secretary of the Treasury amounts alleged to be necessary to make good to relator the guaranty contained in section 209 of the transportation act of 1920.

On July 31, 1922, the writ prayed for was denied, and on September 18, 1922, an appeal was taken to the Court of Appeals of the District of Columbia.

SUPREME COURT OF THE DISTRICT OF COLUMBIA.

United States of America at the relation of the St. Louis Southwestern Railway Co. v. Interstate Commerce Commission, George B. McGinty, et al.

Petition for writ of mandamus to compel the commission to permit the carrier to examine records and data of the Bureau of Valuation, and to issue subpoenas duces tecum to certain officials of the bureau.

Pending hearing.

DISTRICT COURTS OF THE UNITED STATES.

Eastern Texas Railroad Co. et al. v. Railroad Commission of Texas et al. Western District of Texas.

Suit in equity to enjoin prosecution by Railroad Commission of Texas and others of suits based upon charging by carriers of rates published in compliance with an order entered by the Interstate Commerce Commission in the *Shreveport case*. United States and Interstate Commerce Commission made parties to suit by amended answer in the nature of a cross bill filed by Railroad Commission of Texas. 41 I. C. C. 83.

Application of the Texas commission for an injunction against order of Interstate Commerce Commission denied; application of carriers for injunction to restrain Texas commission from interfering with carriers' compliance with order of Interstate Commerce Commission granted.

State of Nebraska v. United States of America, Walker D. Hines, Director General of Railroads of the United States, Interstate Commerce Commission, et al. Western District of Missouri.

Suit in equity to set aside an order of the commission, in the case of *South St. Joseph Live Stock Exchange v. Chicago, Burlington & Quincy Railroad Company and the Director General of Railroads*, and the case of *Kansas City Live Stock Exchange v. the same defendants*, requiring the removal of a discrimination which resulted from the granting of free return transportation to caretakers accompanying intrastate shipments of live stock from points on the Chicago, Burlington & Quincy Railroad in Nebraska to Omaha, Nebr., while refusing to grant such transportation in connection with interstate shipments of live stock from the same points of origin to St. Joseph and Kansas City, Mo. 53 I. C. C. 114.

On October 24, 1919, the Interstate Commerce Commission filed its answer and motion to dismiss.

City of St. Louis v. United States and Interstate Commerce Commission. Eastern District of Missouri.

Suit in equity to annul commission's order of November 7, 1916, vacating order of May 7, 1916, suspending Illinois traction tariff covering rates between St. Louis and points in Illinois. 41 I. C. C. 584.

Pending on motion to dismiss filed by the commission.

Frank W. Shealy et al., as Railroad Commissioners of South Carolina, petitioners, v. The United States of America, Atlantic Coast Line Railroad Company, et al., defendants, and Interstate Commerce Commission, intervening defendant. Eastern District of South Carolina.

Suit in equity to set aside an order of the commission requiring increases in certain intrastate rates, fares, and charges in the State of South Carolina. 60 I. C. C. 290.

On March 16, 1921, the injunction asked for was denied.

The State of Iowa et al. v. The United States, Interstate Commerce Commission, et al. Southern District of Iowa, Central Division.

Suit in equity to set aside an order of the commission requiring increases in certain intrastate fares and charges in the State of Iowa. 60 I. C. C. 55.

Pending hearing.

Pittsburgh & Shawmut Coal Co., Title Guarantee & Trust Co., and J. J. Jermyn, complainants, v. The Delaware & Northern Railroad Co., defendant. Northern District of New York.

Petition and order to show cause why the receivers of the property of the Delaware & Northern should not be permitted to abandon the operation of the property of that company for common carrier purposes, and to sell the property and distribute the proceeds of the sale to creditors and stockholders.

Pending hearing.

Birmingham Southern Railway Co. v. The United States of America, Interstate Commerce Commission, et al. Northern District of Alabama, Southern Division.

Suit in equity to set aside an order of the commission requiring certain carriers, on or before July 14, 1921, to establish rules for the adjustment of charges for the use and detention of cars which shall conform with those found reasonable by the commission. 61 I. C. C. 551.

On July 13, 1921, the injunction asked for was denied.

Pending final hearing.

The State of North Dakota ex rel. William Lemke, Attorney General, v. United States of America, Interstate Commerce Commission, Chicago & North Western Railway Co., et al. District of North Dakota, Southeastern Division.

Suit in equity to set aside an order of the commission in Ex parte 74, in so far as it relates to surcharges upon passengers riding in Pullman and in parlor cars in interstate commerce in North Dakota. 58 I. C. C. 220.

Pending hearing.

Village of Hubbard, Ohio, v. United States of America, the Interstate Commerce Commission, and the Pennsylvania-Ohio Power & Light Co. Northern District of Ohio, Eastern Division.

Suit in equity to set aside an order of the commission requiring increases in certain intrastate passenger fares in the State of Ohio. 64 I. C. C. 493.

On March 13, 1922, the injunction asked for was issued.

Pending final hearing.

The City of Wellsville, Ohio, v. The United States of America, and the Steubenville, East Liverpool & Beaver Valley Traction Co., defendants, and Interstate Commerce Commission, intervening defendant. Northern District of Ohio, Eastern Division.

Suit in equity to set aside an order of the commission requiring increases in certain intrastate passenger fares in the State of Ohio. 64 I. C. C. 517.

On March 13, 1922, the injunction asked for was granted.

Pending final hearing.

Wyoming Railway Co. v. United States, defendant, and Interstate Commerce Commission, intervening defendant. District of Wyoming.

Suit in equity to set aside an order of the commission requiring Wyoming Railway Co. and certain other carriers to remove undue prejudice found to exist in rates for the transportation of lumber and lumber products, in carloads, from points in Idaho Montana, and Washington to Ucross and Buffalo, Wyo. 64 I. C. C. 485.

On January 21, 1922, the injunction asked for was denied and the petition was dismissed.

Pending further action.

Moody Cotton Co. v. James C. Davis, Director General, Interstate Commerce Commission, et al. Southern District of Texas.

Petition for mandamus to compel the commission to reopen and rehear the reparation matter involved in Docket No. 12293.

Pending hearing.

Abilene & Southern Railway Co. et al. v. The United States, defendant, and Interstate Commerce Commission, intervening defendant. District of Kansas, Second Division.

Suit in equity to set aside the order of the commission requiring increases in divisions of joint rates paid to the Kansas City, Mexico & Orient Railway Co. and the Kansas City, Mexico & Orient Railway Co. of Texas. 73 I. C. C. 319.

Pending final hearing.

The Pennsylvania Railroad Co. v. The United States and Interstate Commerce Commission. Middle District of Pennsylvania.

Suit in equity to set aside the order of the commission requiring the removal of the undue prejudice found to be caused by the practice of the Pennsylvania Railroad and the Western Maryland Railway in extending, each to the other, the use of their tracks to effect terminal receipt and delivery of carload freight on their lines at industries within a limited zone in York, Pa., while denying such use to industries in York on said lines outside the zone. 73 I. C. C. 40.

On September 23, 1922, the petition was filed.

APPENDIX C.

STATISTICAL SUMMARIES.

STATISTICAL SUMMARIES.

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A. STATISTICS OF RAILWAY DEVELOPMENT SINCE 1908.

In the following tables slight adjustments have been made in some of the figures heretofore published, in order to allow as fully as possible for changes in methods of compilation.

TABLE I.—*Mileage operated and mileage owned by steam roads in the United States, not including switching and terminal companies, 1908–1921.*

Year ended—	Miles of road owned in the United States. ¹	Mileage operated by roads of Classes I, II, and III (including trackage rights).				
		Miles of road.	Miles of second or additional main tracks.	Miles of industrial tracks.	Miles of yard track and sidings.	Miles of all tracks.
June 30:						
1908.....	233, 468	230, 494	23, 699	.....	79, 453	333, 646
1909.....	236, 834	235, 402	24, 573	.....	82, 377	342, 352
1910.....	240, 293	240, 831	25, 354	.....	85, 582	351, 767
1911.....	243, 979	246, 238	27, 612	.....	88, 974	362, 824
1912.....	246, 777	249, 852	29, 367	.....	92, 019	371, 238
1913.....	249, 777	253, 470	30, 827	.....	95, 211	379, 508
1914.....	252, 105	256, 547	32, 376	.....	98, 285	387, 208
1915.....	253, 789	257, 569	33, 662	.....	99, 910	391, 141
1916.....	254, 251	259, 211	33, 864	.....	101, 869	394, 944
Dec 31:						
1916.....	254, 037	259, 705	34, 325	.....	102, 984	397, 014
1917.....	253, 626	259, 705	35, 066	.....	105, 582	400, 353
1918.....	253, 529	258, 507	36, 228	.....	107, 608	402, 343
1919.....	253, 152	258, 525	36, 730	.....	108, 637	403, 892
1920.....	252, 845	259, 941	36, 725	.....	109, 744	406, 410
1921.....	252, 044	258, 285	37, 547	10, 709	100, 705	407, 246

¹ Includes mileage of some small companies that do not make annual reports to the Commission.

TABLE II.—*Equipment of steam roads in service at the close of each year, 1908–1921.*¹

Year ended—	Number of locomotives.	Average tractive power.	Number of freight cars (excluding caboose).	Average capacity.	Number of passenger-train cars.
June 30:		<i>Pounds.</i>		<i>Tons.</i>	
1908.....	57,698	26,356	2,100,784	34.9	45,292
1909.....	58,219	26,601	2,086,835	35.3	45,664
1910.....	60,019	27,282	2,148,478	35.9	47,179
1911.....	62,463	28,291	2,208,997	36.9	49,906
1912.....	63,463	29,049	2,229,163	37.4	51,583
1913.....	65,597	30,258	2,298,478	38.3	52,717
1914.....	67,012	31,006	2,349,734	39.1	54,492
1915.....	66,502	31,501	2,341,567	39.7	55,810
1916.....	65,314	32,380	2,313,378	40.5	54,774
Dec. 31:					
1916.....	65,595	32,840	2,329,475	40.9	55,193
1917.....	66,070	33,932	2,379,472	41.5	55,939
1918.....	67,936	34,995	2,397,943	41.6	56,611
1919.....	68,977	35,789	2,426,889	41.9	56,290
1920.....	68,942	36,365	2,388,424	42.4	56,102
1921.....	68,718	36,472	2,378,682	42.5	56,900

¹ The figures relating to the number of locomotives and cars as published have been adjusted to cover all operating roads each year, but the figures showing average tractive power of locomotives and average capacity of freight cars are as published in the Statistics of Railways. The fact that the same classes of roads have not been covered each year affects these averages only slightly.

TABLE III.—*Transportation service performed by steam roads, 1908–1921, excluding switching and terminal companies.*

Year ended—	Tons of freight originating.	Number of ton-miles of revenue freight.	Number of loaded freight-car miles.	Number of passengers carried.	Number of passenger-miles.
June 30:		<i>Millions.</i>	<i>Millions.</i>	<i>Millions.</i>	<i>Millions.</i>
1908.....	869,797,510	218,382	11,128	890	29,083
1909.....	881,334,355	218,803	11,361	891	29,109
1910.....	1,026,491,782	255,017	12,851	972	32,338
1911.....	1,003,053,893	253,784	12,859	997	33,202
1912.....	1,031,206,606	264,081	13,088	1,004	33,132
1913.....	1,182,547,672	301,730	14,292	1,044	34,673
1914.....	1,129,992,223	288,637	13,688	1,063	35,357
1915.....	1,023,802,680	277,135	13,111	986	32,475
1916.....	1,262,862,624	343,477	15,343	1,015	34,309
Dec. 31:					
1916.....	1,317,245,556	366,174	16,042	1,049	35,220
1917.....	1,382,004,576	398,263	16,088	1,110	40,100
1918.....	1,376,844,812	408,778	15,163	1,123	43,212
1919.....	1,189,765,193	367,161	14,433	1,211	46,838
1920.....	1,362,999,293	413,699	15,489	1,270	47,370
1921.....	1,015,852,971	309,443	12,586	1,060	37,709

TABLE IV.—*Reported property investment and certain income items, 1908–1921: Operating steam roads, excluding switching and terminal companies.*

Year ended—	Investment. ¹	Investment per mile of road.	Net railway operating income.	Return on investment. ²	Other income.	Interest, rents, and other deductions. ³	Dividends declared.
June 30:				<i>Per ct.</i>			
1908.....	\$13,213,766,540	\$61,778.80	\$634,794,284	4.80	\$246,419,662	\$485,311,472	\$329,062,261
1909.....	13,609,183,515	61,391.27	710,574,052	5.22	175,606,091	498,016,028	272,043,499
1910.....	14,557,816,099	64,382.45	805,097,141	5.53	222,914,561	511,416,980	351,202,272
1911.....	15,612,378,845	66,515.69	744,669,102	4.77	276,361,692	529,919,727	403,417,363
1912.....	16,004,744,966	67,397.82	727,458,036	4.55	221,591,272	549,229,407	347,354,133
1913.....	16,588,603,109	69,780.20	806,800,960	4.86	243,599,221	564,413,747	327,967,396
1914.....	17,153,785,568	72,078.91	674,623,250	3.93	246,186,804	576,486,952	380,339,400
1915.....	17,441,420,382	73,207.64	694,276,111	3.98	189,300,358	575,197,902	264,267,107
1916.....	17,689,425,438	73,794.82	1,002,934,791	5.67	195,457,547	594,378,443	286,618,168
Dec. 31:							
1916.....	17,842,776,668	74,465.53	1,058,505,501	5.93	213,324,109	623,179,643	311,876,409
1917.....	18,574,297,873	77,162.81	952,647,110	5.13	233,252,283	654,290,447	325,600,752
1918.....	18,984,756,478	78,820.34	502,777,017	2.65	(?)	667,587,844	279,929,286
1919.....	19,300,120,717	79,974.46	454,969,169	2.36	(?)	630,558,985	281,569,422
1920.....	19,849,319,946	81,954.15	15,155,130	.08	(?)	640,515,977	275,348,254
1921.....	20,338,597,657	84,253.05	600,986,183	2.95	381,857,599	669,246,187	404,490,276

¹ The figures shown include investment of leased lines. They are taken from the annual reports of carriers and do not include property investment of some proprietary companies which do not render annual reports, notably the proprietary roads in the Baltimore & Ohio system. They include some duplications in the Atchison, Topeka & Santa Fe system. If these facts were taken into account, the total shown for 1919, as compiled in a special statement, would be increased to approximately \$19,565,646,081, not including the investment of switching and terminal companies, amounting to \$502,135,624.

² These percentages differ from those shown in previous reports, mainly because they are based on *net* railway operating income and not on railway operating income.

³ These correspond approximately to what are commonly called "fixed charges."

⁴ Investment for 1910 originally published is increased by \$170,000,000, estimated reserve for accrued depreciation to make totals comparable with those for other years.

⁵ Does not include equipment and joint facility rents of Class II and Class III companies.

⁶ Does not include returns for Class II and Class III companies.

⁷ Reported figures not comparable with those for other years on account of Federal control accounting requirements.

TABLE V.—*Railway capital actually outstanding and net income, 1908–1921: Steam roads, excluding switching and terminal companies.*

Year ended—	Total railway capital.	Funded debt.	Stock.	Ratio of debt to capital.	Net income.	Ratio of net income to stock.
June 30:				<i>Per cent.</i>		<i>Per cent.</i>
1908.....	\$16,198,731,489	\$8,897,992,216	\$7,300,739,273	54.9	\$443,986,915	6.08
1909.....	16,992,530,340	9,380,119,114	7,612,411,226	55.2	441,062,743	5.79
1910.....	17,774,426,871	9,763,696,861	8,010,730,010	54.9	583,191,124	7.28
1911.....	18,437,820,946	10,074,545,054	8,363,275,892	54.6	547,280,771	6.54
1912.....	18,989,345,476	10,436,898,200	8,552,447,276	55.0	453,125,324	5.30
1913.....	19,028,535,973	10,428,543,119	8,599,992,854	54.8	544,201,074	6.33
1914.....	19,401,083,881	10,746,868,639	8,654,215,242	55.4	395,631,642	4.57
1915.....	19,719,893,944	11,084,574,576	8,635,319,368	56.2	354,786,729	4.11
1916.....	19,681,193,092	10,938,086,453	8,743,106,639	55.6	671,398,243	7.68
Dec. 31:						
1916.....	19,630,610,082	10,875,206,565	8,755,403,517	55.4	735,341,165	8.40
1917.....	19,764,941,991	10,761,145,441	9,003,796,550	54.5	658,224,696	7.31
1918.....	19,453,273,003	10,606,556,489	8,846,716,514	54.5	442,336,131	5.00
1919.....	19,539,283,350	10,656,158,685	8,883,124,665	54.5	496,609,104	5.59
1920.....	20,098,046,374	11,254,946,156	8,843,100,218	56.0	481,950,969	5.45
1921.....	20,357,768,745	11,419,671,602	8,938,097,143	56.1	349,777,571	3.91

TABLE VI.—*Dividends, 1908-1921: Steam roads, excluding switching and terminal companies.*

Year ended—	Proportion of stock paying dividends. ¹	Amount of dividends. ¹	Average rate on—	
			Dividend-paying stock. ¹	All stock. ¹
June 30:	<i>Per cent.</i>		<i>Per cent.</i>	<i>Per cent.</i>
1908.....	65.69	\$390,695,351	8.07	5.30
1909.....	64.01	321,071,626	6.53	4.18
1910.....	66.71	405,771,416	7.50	5.00
1911.....	67.65	460,195,376	8.03	5.42
1912.....	64.73	400,315,313	7.17	4.64
1913.....	66.14	369,077,546	6.37	4.22
1914.....	64.39	451,653,346	7.97	5.13
1915.....	60.45	328,477,938	6.29	3.80
1916.....	60.38	342,109,396	6.48	3.91
Dec. 31:				
1916.....	62.02	366,561,494	6.75	4.19
1917.....	62.32	381,851,548	6.81	4.24
1918.....	58.09	339,185,658	6.60	3.83
1919.....	59.64	335,241,935	6.33	3.77
1920.....	57.30	331,102,938	6.52	3.74
1921.....	56.45	456,595,306	9.05	5.11

¹ Includes figures for lessors and operating roads without excluding duplications.TABLE VII.—*Carload, trainload, and density of traffic, 1908-1921.*

Year ended—	Tons per loaded freight car.	Tons per freight train.	Passengers per car.	Passengers per train.	Ton-miles per mile of road.	Passenger-miles per mile of road.
June 30:						
1908 ¹	19.62	352	16	54	974,654	130,073
1909 ¹	19.26	363	15	54	953,986	127,299
1910 ¹	19.84	380	16	56	1,071,086	138,169
1911 ¹	19.74	383	16	55	1,053,566	139,191
1912 ¹	20.18	407	15	53	1,078,580	136,699
1913 ²	21.11	445	15	55	1,245,158	143,067
1914 ²	21.09	452	15	56	1,176,923	144,278
1915 ²	21.15	474	15	53	1,121,059	131,165
1916 ²	22.40	535	15	55	1,380,349	137,818
Dec. 31:						
1916 ²	22.83	550	15	56	1,470,274	141,305
1916 ³	22.84	560	16	57	1,569,084	149,795
1917 ³	24.77	597	17	65	1,698,825	170,088
1918 ³	26.99	628	20	76	1,738,305	183,066
1919 ³	25.46	631	21	82	1,558,081	198,345
1920 ³	26.72	647	20	80	1,748,451	199,708
1921 ³	24.59	578	16	67	1,310,915	159,465

¹ Class I, Class II, and Class III roads.² Class I and Class II roads.³ Class I roads only.

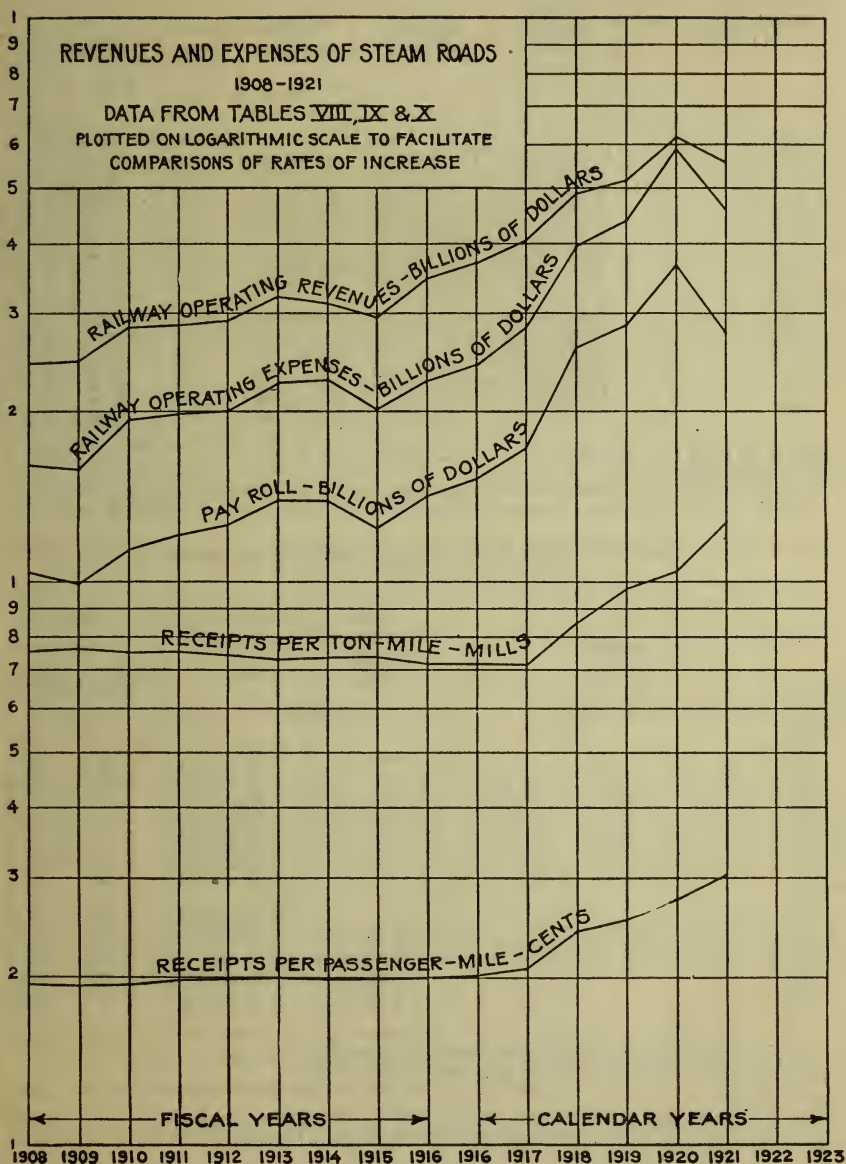


TABLE VIII.—Operating revenues, operating expenses, and taxes, 1908–1921.

Year ended—	Railway operating revenues.	Railway operating expenses.	Railway tax accruals.	Ratio to revenues.		
				Maintenance of way and structures.	Maintenance of equipment.	Total operating expenses.
June 30:				<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>
1908 ¹	\$2,440,638,832	\$1,710,401,791	\$34,599,992	13.50	15.09	70.08
1909 ¹	2,473,205,301	1,650,034,204	90,558,316	12.47	14.71	66.72
1910 ¹	2,812,141,575	1,881,879,118	103,853,576	13.10	14.69	66.92
1911 ¹	2,852,854,721	1,976,331,864	108,309,512	12.83	15.02	69.28
1912 ¹	2,906,415,869	2,035,057,529	120,091,534	12.64	15.50	70.02
1913 ¹	3,208,647,370	2,249,277,937	128,024,867	13.25	16.00	70.10
1914 ¹	3,126,520,234	2,279,408,486	141,225,691	13.55	17.09	72.91
1915 ¹	2,956,193,202	2,088,682,956	139,298,167	12.91	17.25	70.65
1916 ¹	3,472,641,941	2,277,202,278	151,599,841	12.14	16.42	65.58
Dec. 31:						
1916 ¹	3,691,065,217	2,426,250,521	163,450,852	11.90	16.50	65.73
1917 ¹	4,115,413,057	2,906,283,165	220,586,491	11.03	17.11	70.62
1917 ²	4,014,142,748	2,829,325,124	215,861,346	11.01	17.08	70.48
1918 ²	³ 4,880,202,255	⁴ 3,971,870,043	224,599,115	13.31	22.55	81.39
1919 ²	³ 5,144,466,361	⁴ 4,378,285,227	233,716,608	15.00	23.79	85.11
1920 ²	6,178,120,978	5,830,620,492	283,813,929	16.71	25.74	94.28
1921 ²	5,516,556,455	4,562,668,302	277,882,534	13.71	22.69	82.71

¹ Roads of Classes I, II, and III.² Class I roads only.³ Excludes corporate revenues of companies whose properties were under Federal control.⁴ Excludes corporate expenses of companies whose properties were under Federal control.

TABLE IX.—Number and compensation of employees.

Year ended—	Average number of employees during year.	Compensation paid to employees. ⁴		
		Total.	Ratio to revenues.	Ratio to expenses.
June 30:			<i>Per cent.</i>	<i>Per cent.</i>
1908 ¹		\$1,035,437,528	42.42	60.54
1909 ¹		988,323,694	39.96	59.90
1910 ¹		1,143,725,306	40.67	60.78
1911 ¹		1,208,466,470	42.36	61.15
1912 ¹		1,252,347,697	43.09	61.54
1913 ¹		1,381,334,368	43.05	61.41
1914 ¹		1,381,117,292	44.17	60.59
1915 ¹		1,242,319,254	42.02	59.48
1916 ¹		1,403,968,437	40.43	61.65
Dec. 31:				
1916 ¹		1,506,960,995	40.83	62.11
1917 ¹		1,783,214,071	43.33	61.36
1917 ²	1,732,876	1,739,482,142	43.33	61.48
1918 ²	³ 1,837,663	³ 2,606,284,245	53.40	65.62
1919 ²	³ 1,908,169	³ 2,828,014,440	54.97	64.59
1920 ²	2,022,832	3,681,801,193	59.59	62.15
1921 ²	1,660,617	2,765,236,353	50.13	60.61

¹ Roads of Classes I, II, and III, excluding switching and terminal companies.² Class I roads only, excluding switching and terminal companies.³ Data for 1918 and 1919 do not cover employees of corporate organizations whose properties were under Federal control.⁴ In 1921, 93.65 per cent of the reported compensation was chargeable to operating expenses. What part of the totals for earlier years was so chargeable is not known. The percentages shown, however, do not lose their comparative value on this account.

TABLE X.—Average receipts per ton, per ton-mile, per passenger, and per passenger-mile, 1908–1921.

Year ended—	Average amount received for each ton originated. ¹	Average receipts per ton per mile. ²	Average receipts per passenger. ²	Average receipts per passenger-mile. ²
June 30:		<i>Cents.</i>		<i>Cents.</i>
1908.....	\$1.903	0.754	\$0.634	1.937
1909.....	1.903	.763	.631	1.928
1910.....	1.876	.753	.646	1.938
1911.....	1.920	.757	.658	1.974
1912.....	1.909	.744	.657	1.987
1913.....	1.869	.729	.672	2.008
1914.....	1.881	.733	.664	1.982
1915.....	1.991	.732	.659	1.985
1916.....	1.955	.716	.682	2.006
Dec. 31:				
1916.....	1.997	.715	.692	2.046
1916—Class I roads only.....	.....	.707	.702	2.042
1917.....	2.006	.715	.773	2.090
1918.....	2.558	.849	.950	2.414
1919.....	3.047	.973	1.000	2.540
1920.....	3.243	1.052	1.041	2.745
1921.....	3.942	1.275	1.113	3.087

¹ Roads of Classes I, II, and III.² Roads of Classes I, II, and III for years 1908 to 1912, and of Classes I and II for years 1913 to Dec. 31, 1916. The figures for 1917, 1918, 1919, 1920, and 1921 are for Class I roads. To show the effect of the change in the classes of roads included, the figures for the last three columns are given in two ways for the calendar year 1916.TABLE XI.—*Rails, ties, and fuel consumption, Class I steam roads, not including switching and terminal companies.*

Year ended —	Coal consumed by locomotives.		Fuel oil.	Total fuel. ²	Rail applied in replacement and betterment.	Ties laid in previously constructed tracks.	
	Bituminous.	Anthracite.				Cross ties.	Switching and bridge ties.
Dec. 31:	<i>Net tons.</i>	<i>Net tons.</i>	<i>Gallons.</i>	<i>Net tons.</i>	<i>Tons.</i>	<i>Number.</i>	<i>Feet.</i>
1917.....	133,421,457	5,293,301	1,804,889,338	150,230,647	2,046,575	79,070,201	208,526,311
1918.....	134,214,480	3,615,697	1,638,956,953	148,122,435	1,883,393	76,139,310	222,927,474
1919.....	119,692,067	2,981,959	1,586,061,174	132,620,935	2,335,300	80,903,216	248,440,195
1920.....	135,413,695	3,860,970	1,929,670,624	151,405,712	2,506,961	86,829,307	246,195,929
1921.....	107,910,146	2,643,724	1,661,443,618	121,006,242	3,639,110	86,538,659	256,323,694

¹ Data not compiled prior to 1917.² In the statement of consumption of fuel by locomotives, 1 cord of hardwood is considered as equivalent to two-thirds of a ton of fuel; and 1 cord of softwood as equivalent to one-half of a ton of fuel. The ratio used in reducing fuel oil to tons of fuel is left to the experience of each road. Figures include data for cordwood; also a small amount of miscellaneous fuel.

B. SUMMARY OF STATISTICS FROM PERIODICAL REPORTS OF CARRIERS TO THE COMMISSION.

TABLE A.—*Railway operating revenues, railway operating expenses, and net railway operating income, 1917–1922, Class I steam roads, including switching and terminal companies.*

Item.	1922	1921	1920	1919	1918	1917
Miles of road operated....	235,095.59	235,170.42	234,708.98	234,571.20	234,028.98	233,103.64

RAILWAY OPERATING REVENUES.

January.....	\$394,940,789	\$470,388,976	¹ \$500,839,203	\$397,231,510	\$285,359,343	\$300,843,745
February.....	401,426,672	406,495,579	424,591,296	352,385,229	290,021,416	265,362,397
March.....	474,669,629	459,048,326	460,187,437	377,383,701	366,369,962	317,149,867
April.....	416,868,620	433,398,073	402,281,913	389,487,271	371,640,412	319,328,491
May.....	448,947,898	444,859,511	457,559,065	413,945,449	378,961,675	345,904,289
June.....	473,785,294	461,585,290	494,713,929	426,089,950	395,200,856	349,669,869
July.....	443,182,990	462,939,693	529,149,754	455,280,142	470,355,534	348,394,394
August.....	473,777,080	505,732,265	555,522,389	471,714,375	504,713,093	366,223,601
September.....	497,654,853	618,925,580	498,611,917	489,697,449	489,697,449	358,798,497
October.....	535,296,042	641,827,108	509,760,115	490,818,236	490,818,236	382,544,311
November.....	465,497,432	592,054,192	438,105,217	440,915,188	440,915,188	357,273,626
December.....	425,022,293	550,580,330	453,386,816	441,454,632	441,454,632	337,099,056
12 months.....		² 5,563,232,215	² 6,225,417,245	² 5,184,064,221	² 4,926,593,957	² 4,050,463,579

RAILWAY OPERATING EXPENSES.

January.....	\$337,269,122	\$442,196,328	\$416,418,194	\$361,144,665	\$271,521,592	\$215,496,356
February.....	324,501,134	384,645,882	416,458,368	325,147,641	261,344,313	207,795,297
March.....	360,928,442	400,111,187	420,450,441	347,877,435	284,211,122	229,028,449
April.....	336,178,422	375,696,712	400,419,462	344,770,607	281,562,580	227,626,666
May.....	355,588,877	379,865,276	437,829,758	355,691,811	286,578,422	238,686,946
June.....	363,983,667	380,856,293	³ 480,500,292	356,407,447	435,385,174	235,581,846
July.....	340,725,809	362,756,274	³ 514,254,089	358,891,812	318,153,814	237,809,378
August.....	387,100,178	382,105,901	³ 682,315,188	359,149,584	360,462,142	246,918,741
September.....		377,107,817	³ 509,720,494	399,904,137	371,712,095	244,316,681
October.....		397,203,056	526,543,604	405,879,309	384,454,092	260,057,219
November.....		368,012,850	513,614,308	389,890,950	364,820,296	261,739,178
December.....		348,879,589	510,769,252	414,514,029	396,468,865	251,302,146
12 months.....		² 4,597,479,241	² 5,830,326,686	² 4,419,441,949	² 4,017,209,501	² 2,858,212,210

MAINTENANCE OF WAY AND STRUCTURES.

January.....	\$48,666,568	\$60,756,654	\$57,891,205	\$58,453,440	\$40,882,750	\$32,043,121
February.....	46,535,345	53,316,603	64,406,909	54,275,209	38,923,338	30,231,170
March.....	53,239,401	61,599,020	67,464,136	59,673,828	43,944,494	35,358,498
April.....	59,122,465	59,998,686	74,511,616	63,520,866	47,089,998	38,651,179
May.....	68,033,436	65,095,833	88,981,644	68,932,323	49,534,025	41,060,849
June.....	70,436,736	69,183,317	95,363,554	66,300,018	67,875,290	41,246,833
July.....	65,462,571	65,177,102	100,857,228	66,857,388	54,194,787	40,740,529
August.....	68,706,324	71,941,028	144,543,602	68,202,955	56,820,820	42,393,551
September.....		72,556,272	94,571,896	68,968,508	60,220,089	40,658,262
October.....		72,276,148	90,642,115	72,383,533	63,899,868	40,490,983
November.....		62,362,149	81,336,656	66,670,888	62,694,295	38,707,203
December.....		49,600,255	70,708,969	63,995,994	70,547,728	23,809,674
12 months.....		² 763,479,568	² 1,030,503,557	² 778,340,219	² 656,600,508	² 445,735,253

¹ Includes approximately \$50,000,000, back railway mail pay.² Includes certain corrections not appearing in monthly figures.³ Back pay, under Decision No. 2 of the United States Railroad Labor Board, is included in the figures for 1920 to the approximate amounts here stated: For June, \$25,000,000; July, \$39,000,000; August, \$79,000,000; September, \$3,000,000.

TABLE A.—*Railway operating revenues, railway operating expenses, and net railway operating income, 1917-1922, Class I steam roads, including switching and terminal companies—Continued.*

MAINTENANCE OF EQUIPMENT.

Item.	1922	1921	1920	1919	1918	1917
January.....	\$93,506,246	\$124,077,708	\$117,755,937	\$99,692,016	\$67,221,222	\$53,515,969
February.....	91,956,913	108,220,839	118,791,959	90,020,341	66,620,506	49,647,702
March.....	106,133,335	107,753,561	117,268,106	96,601,779	74,136,684	55,295,596
April.....	96,038,448	101,420,846	111,046,136	94,802,625	73,456,326	54,496,310
May.....	100,893,624	101,100,850	116,395,011	95,417,392	75,024,766	57,877,093
June.....	102,329,966	99,687,504	128,369,590	96,675,119	106,245,571	55,599,056
July.....	78,715,628	95,277,725	138,580,346	96,521,194	83,267,697	56,068,842
August.....	104,056,949	105,403,201	181,360,713	92,202,302	116,154,835	59,912,634
September.....		103,540,033	133,925,264	125,597,397	118,263,735	58,375,169
October.....		112,230,543	140,340,662	115,987,672	119,042,501	63,895,847
November.....		103,993,189	140,797,411	112,211,521	102,094,322	65,100,019
December.....		92,564,513	147,529,258	117,131,940	109,012,348	60,703,369
12 months.....		¹ 1,254,221,299	¹ 1,593,481,891	¹ 1,232,960,112	¹ 1,110,279,700	¹ 690,826,898

NET RAILWAY OPERATING INCOME.

[Italics indicate loss.]

January.....	\$29,476,422	\$1,525,630	² \$59,639,698	\$18,442,102	<i>\$4,097,117</i>	\$67,239,526
February.....	47,770,897	<i>5,161,971</i>	<i>16,851,801</i>	9,788,655	11,877,297	41,691,864
March.....	83,511,408	30,807,065	14,772,906	10,661,152	62,756,806	70,499,080
April.....	50,271,865	29,856,640	<i>23,743,666</i>	26,002,383	71,407,370	74,441,544
May.....	61,980,619	36,943,236	<i>6,429,769</i>	39,340,216	73,334,485	92,567,508
June.....	76,594,006	51,067,115	<i>15,240,366</i>	52,138,463	<i>* 61,274,026</i>	95,119,174
July.....	69,239,037	69,324,196	<i>12,063,290</i>	77,229,492	138,523,719	92,599,620
August.....	52,579,797	90,160,202	<i>158,682,670</i>	92,508,715	128,155,848	101,386,055
September.....		87,174,101	79,675,646	77,648,722	99,527,005	94,982,497
October.....		105,453,360	86,641,023	76,294,127	87,353,285	102,700,478
November.....		66,198,293	50,964,905	22,025,807	57,270,158	76,764,748
December.....		⁴ 51,588,316	3,302,304	13,704,977	27,413,930	64,561,378
12 months.....		⁵ 614,810,531	¹ 58,151,863	¹ 516,290,090	¹ 693,111,170	¹ 974,778,937

¹ Includes certain corrections not appearing in monthly figures.² Includes approximately \$50,000,000, back railway mail pay.³ The net railway operating income for June, 1918, would have been approximately \$70,000,000, without deductions for back pay representing wage increases after December 31, 1917.⁴ Includes net credit of approximately \$9,226,000, representing adjustments on account of closing out of guaranty period reserves. Reports of adjustments not received from 20 roads including Pennsylvania system.⁵ Includes net credit of approximately \$6,857,000 representing adjustments on account of closing out guaranty period reserves. See also footnote 1.

NOTE.—The miles of road covered by Class I roads change somewhat each year, and there are also corrections in the various returns. The figures given in table A are in each case the latest available.

TABLE B.—*Ratio of expenses to revenues, Class I steam roads, 1911-1922, by districts, in table A. (Switching and terminal companies excluded prior to 1921).*

Year ended.	United States.	Eastern district.	Southern district.	Western district.
June 30—	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>
1911.....	68.50	70.35	68.40	66.56
1912.....	69.19	70.27	71.06	67.29
1913.....	69.33	71.34	71.82	66.23
1914.....	72.05	75.71	72.58	67.90
1915.....	70.35	72.42	73.09	67.09
1916.....	65.33	66.65	66.38	63.43
Dec. 31—				
1916.....	65.50	67.96	65.15	62.87
1917.....	70.44	74.93	68.04	66.38
1918.....	81.35	85.60	77.65	77.91
1919.....	85.06	88.31	80.99	80.69
1920.....	94.42	99.44	93.61	89.14
1921 ¹	82.64	84.49	84.45	79.83
Eight months, 1922 ¹	79.54	81.30	76.77	78.65

¹ Including switching and terminal companies.

TABLE C.—*Analysis of operating revenues and expenses, Class I steam roads, including switching and terminal companies, 1920-1922.*

Item.	Eight months, January to August, inclusive.		Calendar year 1921.	Calendar year 1920.
	1922	1921		
Operating revenues:				
Freight.....	\$2,491,204,487	\$2,539,370,491	\$3,918,699,970	\$4,323,650,077
Passenger.....	705,065,952	793,089,978	1,153,752,002	1,287,423,443
Mail.....	59,166,744	63,876,543	95,810,375	150,816,975
Express.....	81,043,828	60,117,921	104,633,598	143,858,272
All other.....	192,021,187	188,782,668	290,336,270	319,668,478
Total.....	3,528,502,198	3,645,237,601	5,563,232,215	6,225,417,245
Per cent of total:				
Freight.....	70.6	69.7	70.5	69.5
Passenger.....	20.0	21.8	20.7	20.7
Mail.....	1.7	1.7	1.7	2.4
Express.....	2.3	1.6	1.9	2.3
All other.....	5.4	5.2	5.2	5.1
Operating expenses:				
Maintenance of way and structures.....	\$480,206,020	\$507,460,950	\$763,479,568	\$1,030,503,557
Maintenance of equipment.....	773,792,749	842,335,999	1,254,221,299	1,593,481,891
Traffic.....	57,710,675	56,770,958	84,186,263	73,797,532
Transportation.....	1,363,064,112	1,556,598,510	2,286,043,830	2,901,583,273
General.....	104,471,306	114,451,672	167,583,103	174,102,954
All other.....	27,203,797	29,627,572	41,965,178	50,857,479
Total.....	2,806,451,659	3,107,245,661	4,597,479,241	5,830,326,686
Per cent of total:				
Maintenance of way and structures.....	17.1	16.3	16.6	17.7
Maintenance of equipment.....	27.6	27.1	27.3	27.3
Traffic.....	2.0	1.8	1.8	1.3
Transportation.....	48.6	50.1	49.7	49.7
General.....	3.7	3.7	3.7	3.0
All other.....	1.0	1.0	.9	1.0
Railway tax accruals.....	\$200,327,272	\$183,584,799	\$280,441,488	\$280,987,121
Uncollectible railway revenue.....	905,274	784,313	1,978,578	1,259,263
Equipment rents—Debit.....	37,537,091	34,963,965	52,330,115	35,078,830
Joint facility rent—Debit.....	12,097,303	42,595,264	16,192,262	19,613,482
Net railway operating income.....	471,183,599	306,063,599	² 614,810,531	58,151,863

¹ Includes approximately \$50,000,000, back railway mail pay.² Includes net credit of approximately \$6,857,000 representing adjustments on account of closing out guaranty period reserves.TABLE D.—*Ton-miles of freight (revenue and nonrevenue) by months, 1918-1922, Class I steam roads.*

Month.	1922	1921	1920	1919	1918
	<i>Millions.</i>	<i>Millions.</i>	<i>Millions.</i>	<i>Millions.</i>	<i>Millions.</i>
January.....	27,099	29,784	34,964	30,356	27,620
February.....	28,344	24,915	32,958	25,629	29,678
March.....	32,895	26,816	37,865	¹ 28,813	37,706
April.....	24,723	25,591	28,592	¹ 28,593	37,993
May.....	27,918	28,220	37,892	¹ 32,276	37,507
June.....	29,049	28,146	38,246	¹ 31,881	37,668
July.....	27,071	28,402	40,449	¹ 34,916	39,347
August.....	30,452	30,420	42,734	¹ 36,416	40,776
September.....		30,825	40,998	¹ 38,678	39,579
October.....		36,507	42,570	¹ 40,361	39,842
November.....		29,138	37,349	¹ 32,497	35,564
December.....		25,706	34,726	¹ 33,353	33,639
Twelve months.....		² 344,343	² 449,125	¹ 2 393,684	² 437,019

¹ Excluding mixed trains.² Includes certain corrections not appearing in monthly figures.

TABLE E.—*Selected operating averages in freight and passenger service of Class I steam roads in the United States, 1920-1922.*

Item.	Seven months, January-July.		Calendar year 1921.	Calendar year 1920.
	1922	1921		
Average miles of road included.....	233,483	232,921	233,016	232,423
Net ton-miles per mile of road per day.....	3,986	3,888	4,018	5,280
Per cent of freight locomotives unserviceable.....	23.6	24.2	23.4	24.5
Per cent of freight cars unserviceable.....	13.9	12.2	13.2	7.0
Per cent loaded of total car-miles.....	65.7	62.2	63.0	67.9
Per cent eastbound or northbound of loaded car-miles.....	59.6	59.6	60.1	58.8
Car-miles per car day.....	22.4	21.5	22.4	25.1
Net ton-miles per car day.....	386	375	389	498
Net tons per loaded car.....	26.2	27.9	27.6	29.3
Cars per train.....	38.8	38.0	38.4	36.6
Gross tons per train (excluding locomotive and tender).....	1,443	1,415	1,435	1,443
Net tons per train.....	650	643	651	708
Train speed (miles per hour).....	11.6	11.5	11.5	10.3
Pounds of coal per 1,000 gross ton-miles (including locomotive and tender).....	159	164	162	(¹)
Average cost of coal per ton (including freight).....	\$3.67	\$4.37	\$4.10	\$4.20
Revenue per ton-mile.....	\$0.01218	\$0.01264	\$0.01274	\$0.01052
Average haul per revenue-ton:				
Per railroad.....	188.14	189.09	186.79	185.20
United States as a system.....	(¹)	(¹)	326.25	326.57
Number of freight train-miles.....	303,383,000	298,715,000	529,177,000	634,201,000
Cost per freight train-mile:				
Locomotive repairs.....	\$0.390	\$0.469	\$0.450	\$0.517
Enginehouse expenses.....	.094	.122	.110	.122
Enginemen.....	.234	.258	.248	.299
Trainmen.....	.272	.308	.294	.349
Fuel.....	.508	.622	.579	.640
Other locomotive and train supplies.....	.102	.125	.118	.127
Total of preceding accounts.....	1.600	1.904	1.799	2.054
Number of passenger train-miles.....	311,349,000	318,539,000	544,746,000	556,243,000
Number of passenger train car-miles.....	1,967,750,000	2,012,154,000	3,463,277,000	3,583,935,000
Passenger-train cars per train.....	6.32	6.32	6.36	6.44
Revenue per passenger per mile:				
Including commutation passengers.....	\$0.03019	\$0.03103	\$0.03088	\$0.02744
Excluding commutation passengers.....	\$0.03432	(²)	(²)	(²)

¹ Data not available.² Report of commutation traffic prior to July, 1921, was not required.TABLE F.—*Results of operations of The Pullman Company, 1920-1922.*¹

[Italics indicate deficit.]

Item.	Seven months, January-July.		Calendar year.	
	1922	1921	1921	1920
Sleeping-car operations:				
Total revenues.....	\$36,889,128	\$38,295,918	\$64,438,763	\$72,139,906
Total expenses.....	34,585,549	37,349,148	64,743,803	60,773,216
Net revenue.....	2,303,579	946,770	305,040	11,366,690
Auxiliary operations:				
Net revenue.....	69,977	41,628	77,734	28,207
Total net revenue.....	2,373,556	988,398	227,806	11,394,897
Taxes accrued.....	1,899,360	1,909,910	3,049,964	2,550,832
Operating income or loss.....	474,196	921,512	3,277,270	8,844,065
Statistics of car operations:				
Number of revenue passengers—				
Berth.....	10,995,193	11,376,051	19,470,872	25,176,186
Seat.....	6,818,393	6,897,154	11,754,452	14,077,575
Total.....	17,813,586	18,273,205	31,225,324	39,253,761
Number of nonrevenue passengers.....	334,828	328,433	581,931	556,160
Revenue passengers per car per day.....	12.27	12.73	12.67	15.70
Revenue per berth passenger.....	\$3.23	\$3.18	\$3.15	\$2.93
Revenue per seat passenger.....	\$0.74	\$0.75	\$0.75	\$0.70
Car-miles per car day.....	328.49	324.04	324.32	324.47

¹ Statement covers car and auxiliary operations other than manufacturing plant.

TABLE G.—Average number of employees, total compensation and average compensation per annum, fiscal year ending June 30, 1922, Class I roads.

Division No.	Reporting division.	Average number of employees middle of month.	Total compensation.	Average compensation per annum.
I. EXECUTIVES, OFFICIALS, AND STAFF ASSISTANTS.				
1	Executives, general officers, and assistants.....D..	7,129	\$45,458,606	\$3,377
2	Division officers, assistants, and staff assistants.....D..	8,050	30,954,240	3,845
	Total (executives, officials, and staff assistants)....D..	15,179	76,412,846	5,034
II. PROFESSIONAL, CLERICAL, AND GENERAL.				
3	Architectural, chemical, and engineering assistants (A).....D..	2,507	7,059,298	2,816
4	Architectural, chemical, and engineering assistants (B).....D..	3,170	6,965,821	2,197
5	Subprofessional engineering and laboratory assistants.....D..	2,607	4,425,756	1,698
6	Professional and subprofessional legal assistants.....D..	648	1,444,566	2,229
7	Supervisory or chief clerks (major departments).....D..	5,347	14,458,344	2,704
8	Chief clerks (minor departments) and assistant chief clerks and supervising cashiers.....D..	12,295	26,134,279	2,126
9	Clerks and clerical specialists (A).....D..	13,352	24,712,926	1,851
10	Clerks (B).....D..	127,974	193,300,475	1,510
11	Clerks (C).....D..	20,728	26,084,795	1,258
12	Mechanical device operators (office).....D..	6,930	9,004,636	1,299
13	Stenographers and secretaries (A).....D..	3,194	5,611,693	1,757
14	Stenographers and typists (B).....D..	20,959	28,900,120	1,379
15	Storekeepers, sales agents, and buyers.....D..	3,364	6,515,486	1,937
16	Ticket agents and assistant ticket agents.....D..	1,575	3,179,327	2,019
17	Traveling auditors or accountants.....D..	2,150	5,128,425	2,385
18	Telephone switchboard operators and office assistants.....D..	4,968	4,491,249	904
19	Messengers and office boys.....D..	6,679	4,957,151	742
20	Elevator operators and other office attendants.....D..	1,202	1,227,266	1,021
21	Lieutenants and sergeants of police.....D..	2,241	4,540,154	2,026
22	Patrolmen.....D..	5,828	10,034,194	1,722
23	Watchmen (without police authority).....D..	3,739	4,653,437	1,245
24	Supervising traffic agents.....D..	1,392	4,878,885	3,505
25	Traffic agents, advertising and development agents.....D..	5,077	12,837,371	2,529
26	Fire-prevention, smoke, and time-service inspectors, and office building superintendents.....D..	341	761,719	2,234
27	Claim agents and claim investigators.....D..	1,835	4,501,639	2,453
28	Real estate and tax agents and investigators.....D..	366	917,494	2,507
29	Examiners, instructors, and special investigators.....D..	426	1,095,480	2,572
30	Miscellaneous trades workers (other than plumbers).....D..	608	1,049,377	1,726
31	Motor vehicle and motor car operators.....D..	702	901,662	1,284
32	Teamsters and stablemen.....D..	251	354,009	1,410
33	Janitors and cleaners.....D..	7,690	7,292,008	948
	Total (professional, clerical, and general):			
	Daily basis.....D..	47,081	100,106,382	2,126
	Hourly basis.....D..	223,034	327,312,665	1,467
III. MAINTENANCE OF WAY AND STRUCTURES.				
34	Roadmasters and general foremen (maintenance of way and structures).....D..	3,183	9,298,488	2,921
35	Assistant general foremen (maintenance of way and structures).....D..	305	745,774	2,445
36	Supervising maintenance of way inspectors and scale inspectors.....D..	304	679,242	2,234
37	Maintenance of way inspectors.....D..	553	1,156,491	2,091
38	Bridge and building gang foremen (skilled labor, maintenance of way and structures).....D..	4,726	9,295,894	1,967
39	Bridge and building carpenters.....D..	19,604	28,226,270	1,440
40	Bridge and building ironworkers.....D..	771	1,324,650	1,718
41	Bridge and building painters.....D..	2,402	3,357,209	1,398
42	Masons, bricklayers, plasterers, and plumbers.....D..	1,843	3,345,526	1,815
43	Skilled trades helpers (maintenance of way and structures).....D..	7,509	8,631,008	1,149
44	Regular apprentices (maintenance of way and structures).....D..	242	228,734	945
45	Portable steam equipment operators (maintenance of way and structures).....D..	1,717	3,270,192	1,905
46	Portable steam equipment operator helpers (maintenance of way and structures).....D..	674	896,955	1,331
47	Pumping equipment operators.....D..	5,882	5,994,263	1,019
48	Gang foremen (extra gang and work-train laborers).....D..	2,876	4,415,042	1,535
49	Gang foremen (bridge and building, signal and telegraph laborers).....D..	642	1,263,289	1,968
50	Gang or section foremen.....D..	39,453	55,591,372	1,409
51	Laborers (extra gang and work-train).....D..	39,680	36,472,394	919
52	Track and roadway section laborers.....D..	200,675	178,824,348	891
53	Maintenance of way laborers (other than track and roadway) and gardeheres and farmers.....D..	8,570	7,976,948	931

TABLE G.—Average number of employees, total compensation and average compensation per annum, fiscal year ending June 30, 1922, Class I roads—Continued.

Division No.	Reporting division.	Average number of employees middle of month.	Total compensation.	Average compensation per annum.
III. MAINTENANCE OF WAY AND STRUCTURES—continued.				
54	General foremen and supervising inspectors (signal, telegraph, and electrical transmission).....D..	502	\$1,439,879	\$2,868
55	Assistant general foremen (signal, telegraph, and electrical transmission) and signal and telegraph inspectors.....D..	585	1,487,986	2,544
56	Gang foremen (signal and telegraph skilled trades labor)....	986	2,267,379	2,300
57	Signalmen and signal maintainers.....	7,238	14,037,968	1,939
58	Linemen and groundmen.....	2,248	4,241,136	1,887
59	Assistant signalmen and assistant signal maintainers.....	1,883	2,887,057	1,533
60	Signalman and signal maintainer helpers.....	2,293	2,968,662	1,295
Total (maintenance of way and structures):				
Daily basis.....		4,575	12,972,127	2,835
Hourly basis.....		352,771	377,352,029	1,070
IV. MAINTENANCE OF EQUIPMENT AND STORES.				
61	General foremen (maintenance of equipment).....D..	1,558	5,413,232	3,474
62	Assistant general foremen and department foremen (maintenance of equipment).....D..	10,647	32,574,469	3,059
63	General foremen (stores).....D..	293	666,472	2,070
64	Assistant general foremen (stores).....D..	147	289,847	1,972
65	Equipment, shop, and electrical inspectors (maintenance of equipment).....D..	974	2,358,294	2,421
66	Material and supplies inspectors.....D..	1,376	2,776,586	2,018
67	Gang foremen and gang leaders (skilled labor).....	9,782	25,146,267	2,571
68	Blacksmiths.....	8,799	15,747,875	1,790
69	Boilermakers.....	18,567	35,567,235	1,916
70	Carmen (A).....	21,330	39,065,745	1,831
71	Carmen (B).....	4,114	7,165,273	1,742
72	Carmen (C).....	89,274	156,271,253	1,750
73	Carmen (D).....	2,290	3,700,604	1,616
74	Electrical workers (A).....	5,593	11,094,525	1,984
75	Electrical workers (B).....	2,237	4,280,315	1,913
76	Electrical workers (C).....	266	443,996	1,669
77	Machinists.....	55,302	103,445,375	1,871
78	Molders.....	1,201	1,945,021	1,620
79	Sheet-metal workers.....	10,325	19,388,789	1,878
80	Skilled trades helpers (maintenance of equipment and stores).....	98,283	132,051,102	1,344
81	Helper apprentices (maintenance of equipment and stores).....	5,461	7,225,568	1,323
82	Regular apprentices (maintenance of equipment and stores).....	16,189	15,506,230	958
83	Gang foremen laborers (shops, enginehouses, power plants, and stores).....	3,624	5,648,483	1,559
84	Coach cleaners.....	12,969	14,415,736	1,112
85	Laborers (shops, enginehouses, power plants, and stores).....	43,370	48,533,341	1,119
86	Common laborers (shops, enginehouses, power plants, and stores).....	49,725	48,370,635	973
87	Stationary engineers (steam).....	2,687	4,977,899	1,853
88	Stationary firemen and oilers (steam and electrical plants).....	5,679	8,795,982	1,549
89	Coal passers and water tenders (steam station boiler rooms).....	641	859,110	1,340
Total (maintenance of equipment and stores):				
Daily basis.....		14,995	44,018,900	2,936
Hourly basis.....		467,708	709,646,360	1,517
V. TRANSPORTATION (OTHER THAN TRAIN, ENGINE, AND YARD).				
90	Chief train dispatchers, train dispatchers, and train directors.....	5,349	16,046,409	3,000
91	Station agents (supervisory—major stations—nontelegraphers).....D..	2,461	7,175,379	2,916
92	Station agents (supervisory—smaller stations—nontelegraphers).....	5,385	10,495,893	1,949
93	Station agents (nonsupervisory—smaller stations—nontelegraphers).....	4,450	5,456,028	1,226
94	Station agents (telegraphers and telephoners).....	19,406	33,110,167	1,706
95	Chief telegraphers and telephoners or wire chiefs.....	813	1,882,411	2,315
96	Clerk-telegraphers and clerk-telephoners.....	12,355	20,639,454	1,671
97	Telegraphers, telephoners, and towermen.....	26,631	45,607,505	1,713
98	Station masters and assistants.....D..	501	1,134,988	2,265
99	Supervising baggage agents.....D..	138	282,171	2,045
100	Baggage agents and assistants.....	851	1,354,685	1,592
101	Baggage, parcel room, and station attendants.....	9,824	11,933,968	1,215
102	General foremen (freight stations, warehouses, grain elevators, and docks).....	600	1,234,452	2,057
103	Assistant general foremen (freight stations, warehouses, grain elevators, and docks).....	441	788,330	1,788

TABLE G.—Average number of employees, total compensation and average compensation per annum, fiscal year ending June 30, 1922, Class I roads—Continued.

Division No.	Reporting division.	Average number of employees middle of month.	Total compensation.	Average compensation per annum.
V. TRANSPORTATION (OTHER THAN TRAIN, ENGINE, AND YARD)—continued.				
104	Gang foremen (freight station, warehouse, grain elevator, and dock labor).....	3, 694	\$5, 998, 553	\$1, 624
105	Callers, loaders, scalers, sealers, and perishable freight inspectors.....	14, 427	16, 942, 387	1, 174
106	Truckers (stations, warehouses, and platforms).....	36, 212	40, 312, 162	1, 113
107	Laborers (coal and ore docks and grain elevators).....	1, 740	2, 123, 389	1, 220
108	Common laborers (stations, warehouses, platforms, and grain elevators).....	4, 731	4, 798, 270	1, 014
109	Stewards, restaurant and lodging-house managers, and dining-car supervisors.....	1, 488	2, 755, 015	1, 851
110	Chefs and first cooks (dining cars and restaurants).....	1, 376	2, 240, 463	1, 628
111	Second and third cooks (dining cars and restaurants).....	2, 508	2, 877, 354	1, 147
112	Waiters and lodging-house attendants.....	5, 687	4, 361, 472	767
113	Camp and crew cooks and kitchen helpers.....	2, 826	2, 520, 616	892
114	Barge, lighter, and gasoline launch officers and workers.....	1, 787	3, 161, 457	1, 769
115	Deck officers (ferryboats and towing vessels).....	733	1, 873, 877	2, 393
116	Engine-room officers (ferryboats and towing vessels).....	745	1, 770, 662	2, 377
117	Deck and engine-room workers (ferryboats and towing vessels).....	3, 803	5, 781, 456	1, 520
118	Deck and engine-room officers and workers (steamers).....	1, 555	1, 617, 363	1, 040
119	Floating equipment shore workers and attendants.....	955	1, 268, 992	1, 329
120	Transportation and dining service inspectors..... D.	801	1, 866, 005	2, 330
121	Parlor and sleeping car conductors.....	86	167, 528	1, 948
122	Train attendants.....	3, 322	3, 743, 549	1, 127
123	Bridge operators and helpers.....	1, 459	1, 996, 235	1, 341
124	Crossing and bridge flagmen and gatemen..... D.	22, 527	20, 950, 951	930
125	Foremen (laundry) and laundry workers.....	376	377, 872	1, 005
Total (transportation—other than train, engine, and yard):				
Daily basis.....		26, 428	31, 409, 494	1, 188
Hourly basis.....		175, 695	255, 237, 974	1, 453
VI (a). TRANSPORTATION (YARDMASTERS, SWITCH TENDERS, AND HOSTLERS).				
126	Yardmasters and assistants..... D.	5, 794	17, 664, 485	3, 049
127	Switch tenders.....	5, 563	8, 425, 010	1, 514
128	Outside hostlers.....	2, 728	5, 510, 924	2, 020
129	Inside hostlers.....	6, 786	11, 989, 991	1, 767
130	Outside hostler helpers.....	2, 195	3, 462, 551	1, 577
Total (transportation—yardmasters, switch tenders, and hostlers):				
Daily basis.....		5, 794	17, 664, 485	3, 049
Hourly basis.....		17, 272	29, 388, 476	1, 702
VI (b). TRANSPORTATION (TRAIN AND ENGINE).				
131	Road passenger conductors.....	10, 454	28, 774, 930	2, 753
132	Assistant road passenger conductors and ticket collectors.....	1, 154	2, 557, 288	2, 216
133	Road freight conductors.....	22, 294	55, 856, 208	2, 505
134				
135	Road passenger baggagemen.....	5, 731	11, 889, 544	2, 075
136	Road passenger brakemen and flagmen.....	14, 761	27, 050, 662	1, 833
137	Road freight brakemen and flagmen.....	55, 760	101, 629, 534	1, 823
138				
139	Yard conductors and yard foremen.....	17, 649	38, 489, 137	2, 181
140	Yard brakemen and yard helpers.....	44, 868	81, 515, 376	1, 817
141	Road passenger engineers and motormen.....	12, 837	38, 419, 587	2, 993
142	Road freight engineers and motormen.....	28, 052	78, 449, 103	2, 797
143				
144	Yard engineers and motormen.....	17, 746	40, 200, 643	2, 265
145	Road passenger firemen and helpers.....	12, 649	27, 838, 131	2, 201
146	Road freight firemen and helpers.....	30, 107	58, 440, 944	1, 941
147				
148	Yard firemen and helpers.....	18, 358	30, 677, 900	1, 671
Total (transportation—train and engine).....		292, 420	621, 788, 987	2, 126
Grand total, all employees.....		1, 642, 982	2, 603, 310, 725	1, 585

TABLE H.—*Tonnage of commodities originating on Class I steam roads, 1921-1922.*

Commodity.	January-June, 1922.		January-June, 1921.		Calendar year, 1921.	
	Number of tons (2,000 lbs.)	Per cent of total.	Number of tons (2,000 lbs.)	Per cent of total.	Number of tons (2,000 lbs.)	Per cent of total.
PRODUCTS OF AGRICULTURE.						
Wheat.....	7,926,572	1.80	10,357,004	2.35	29,039,431	3.09
Corn.....	10,927,140	2.48	8,979,993	2.03	17,218,170	1.83
Oats.....	3,487,072	.79	3,538,427	.80	7,542,350	.80
Other grain.....	1,896,443	.43	2,063,458	.47	4,567,924	.49
Flour and meal.....	4,732,528	1.07	4,728,976	1.07	10,552,486	1.12
Other mill products.....	4,313,494	.98	3,670,712	.83	7,881,090	.84
Hay, straw, and alfalfa.....	2,972,649	.67	2,778,529	.63	5,153,558	.55
Tobacco.....	444,910	.10	508,105	.11	927,212	.10
Cotton.....	975,439	.22	1,369,916	.31	3,190,620	.34
Cotton seed and products, except oil.	966,375	.22	1,993,950	.45	4,399,871	.47
Citrus fruits.....	683,423	.15	931,348	.21	1,507,714	.16
Other fresh fruits.....	1,138,893	.26	1,318,081	.30	4,680,925	.50
Potatoes.....	2,318,753	.53	1,847,651	.42	4,639,053	.49
Other fresh vegetables.....	1,157,941	.26	972,114	.22	1,887,825	.20
Dried fruits and vegetables.....	366,487	.08	387,021	.09	1,178,697	.12
Other products of agriculture.....	1,424,771	.32	1,963,069	.45	9,701,780	1.03
Total.....	45,731,890	10.36	47,408,354	10.74	114,068,706	12.13
ANIMALS AND PRODUCTS.						
Horses and mules.....	230,102	.05	232,670	.05	427,847	.05
Cattle and calves.....	3,947,998	.89	3,792,649	.86	8,522,133	.91
Sheep and goats.....	478,557	.11	505,824	.11	1,174,904	.12
Hogs.....	2,919,688	.66	2,966,334	.67	5,504,415	.59
Fresh meats.....	1,189,075	.27	1,286,610	.29	2,577,472	.27
Other packing-house products.....	964,069	.22	999,531	.23	2,094,425	.22
Poultry.....	115,403	.03	99,726	.02	276,245	.03
Eggs.....	381,096	.09	360,634	.08	550,496	.06
Butter and cheese.....	227,183	.05	192,592	.05	434,375	.05
Wool.....	192,822	.04	180,075	.04	400,352	.04
Hides and leather.....	508,337	.12	433,991	.10	971,818	.10
Other animals and products.....	878,827	.20	625,501	.14	1,328,526	.14
Total.....	12,033,157	2.73	11,676,137	2.64	24,263,008	2.58
PRODUCTS OF MINES.						
Anthracite coal.....	21,738,924	4.93	40,591,953	9.19	77,097,428	8.20
Bituminous coal.....	132,122,978	29.94	138,932,229	31.47	288,753,404	30.71
Coke.....	6,794,028	1.54	5,498,512	1.25	10,369,836	1.10
Iron ore.....	12,509,452	2.84	10,420,838	2.36	29,460,759	3.13
Other ores and concentrates.....	2,854,714	.65	2,853,957	.65	4,917,341	.52
Base bullion and matte.....	197,424	.04	185,813	.04	317,924	.04
Clay, gravel, sand, and stone.....	39,254,548	8.90	36,136,730	8.18	88,311,523	9.39
Crude petroleum.....	2,865,054	.65	2,311,223	.52	5,038,399	.54
Asphaltum.....	720,349	.16	474,615	.11	1,370,243	.15
Salt.....	1,438,387	.33	1,101,920	.25	2,691,008	.29
Other products of mines.....	1,823,284	.41	1,474,286	.33	2,942,584	.31
Total.....	222,319,142	50.39	239,981,876	54.35	511,270,449	54.38
PRODUCTS OF FORESTS.						
Logs, posts, poles, and cord wood.....	16,886,935	3.83	15,082,206	3.42	28,632,756	3.05
Ties.....	1,872,712	.42	3,151,747	.71	5,146,793	.55
Pulp wood.....	2,222,355	.50	4,378,607	.99	5,746,497	.61
Lumber, timber, box shooks, staves, and headings.....	19,925,524	4.52	16,747,557	3.79	34,877,583	3.71
Other products of forests.....	1,147,917	.26	1,020,860	.23	2,105,627	.21
Total.....	42,055,443	9.53	40,380,977	9.14	76,419,256	8.13
MANUFACTURES AND MISCELLANEOUS.						
Refined petroleum and its products.....	13,346,214	3.02	12,777,495	2.89	27,212,679	2.89
Vegetable oils.....	418,713	.10	575,167	.13	1,084,481	.12
Sugar, sirup, glucose, and molasses.....	2,444,630	.55	2,142,120	.49	4,767,198	.51
Boats and vessel supplies.....	45,394	.01	37,470	.01	92,892	.01
Iron, pig and bloom.....	4,610,749	1.05	2,859,426	.65	5,818,646	.62
Rails and fastenings.....	1,107,895	.25	1,550,241	.35	2,557,174	.27
Bar and sheet iron, structural iron, and iron pipe.....	9,665,425	2.19	7,149,497	1.62	13,749,983	1.46

TABLE H.—*Tonnage of commodities originating on Class I steam roads, 1921-1922—Con.*

Commodity.	January-June, 1922.		January-June, 1921.		Calendar year, 1921.	
	Number of tons (2,000 lbs.)	Per cent of total.	Number of tons (2,000 lbs.)	Per cent of total.	Number of tons (2,000 lbs.)	Per cent of total.
MANUFACTURES AND MISCELLANEOUS—continued.						
Other metals, pig, bar, and sheet....	2, 078, 934	0. 47	1, 249, 694	0. 28	2, 455, 892	0. 26
Castings, machinery, and boilers....	1, 917, 734	. 43	2, 285, 293	. 52	4, 298, 822	. 46
Cement.....	7, 524, 396	1. 71	6, 187, 925	1. 40	15, 636, 163	1. 66
Brick and artificial stone.....	6, 573, 124	1. 49	4, 703, 745	1. 06	10, 947, 222	1. 17
Lime and plaster.....	2, 338, 425	. 53	1, 604, 323	. 36	3, 750, 198	. 40
Sewer pipe and drain tile.....	988, 611	. 22	825, 845	. 19	1, 818, 935	. 19
Agricultural implements and vehicles other than automobiles.....	831, 644	. 19	1, 057, 677	. 24	1, 666, 536	. 18
Automobiles and autotrucks.....	1, 825, 838	. 41	1, 325, 010	. 30	2, 900, 878	. 31
Household goods and secondhand furniture.....	338, 683	. 08	522, 033	. 12	886, 880	. 09
Furniture (new).....	292, 348	. 07	210, 058	. 05	491, 326	. 05
Beverages.....	296, 563	. 07	376, 563	. 09	737, 271	. 08
Ice.....	2, 023, 814	. 46	2, 758, 105	. 62	6, 683, 120	. 71
Fertilizers (all kinds).....	4, 721, 927	1. 07	3, 942, 959	. 89	5, 896, 515	. 63
Paper, printed matter, and books....	1, 329, 711	. 30	1, 092, 408	. 25	2, 287, 776	. 24
Chemicals and explosives.....	3, 541, 532	. 80	2, 597, 344	. 59	5, 507, 887	. 59
Textiles.....	388, 680	. 09	295, 983	. 07	699, 577	. 07
Canned goods (all canned food products).....	1, 090, 871	. 25	982, 841	. 22	2, 626, 752	. 28
Other manufactures and miscellaneous.....	28, 510, 039	6. 46	22, 512, 082	5. 10	47, 594, 327	5. 06
Total.....	98, 251, 894	22. 27	81, 621, 304	18. 49	172, 169, 130	18. 31
Grand total, carload traffic.....	420, 391, 526	95. 28	421, 068, 648	95. 36	898, 190, 549	95. 53
Merchandise—All L. C. L. freight....	20, 836, 936	4. 72	20, 474, 595	4. 64	41, 992, 011	4. 47
Grand total, carload and L. C. L. traffic.....	441, 228, 462	100. 00	441, 543, 243	100. 00	940, 182, 560	100. 00

TABLE I.—*Summary of casualties to persons on steam roads in the United States for the years ending December 31, 1921, 1920, 1919, and 1918.*

Class of person.	Number of persons.							
	1921		1920		1919		1918	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Trespassers.....	2, 481	3, 071	2, 166	2, 368	2, 553	2, 658	3, 255	2, 805
2. Employees:								
Trainmen on duty.....	658	25, 968	1, 265	42, 840	984	32, 844	1, 606	42, 944
Other employees.....	479	2, 779	933	439	775	3, 757	1, 322	4, 612
Total employees.....	1, 137	28, 747	2, 198	47, 234	1, 759	36, 601	2, 928	47, 556
3. Passengers.....	205	5, 584	229	7, 591	273	7, 456	471	7, 316
4. Persons carried under contract....	21	560	35	865	28	691	48	766
5. Other nontrespassers.....	1, 743	5, 362	1, 867	5, 728	1, 832	5, 195	1, 995	5, 701
Total classes 1 to 5.....	5, 587	43, 324	6, 495	63, 786	6, 495	52, 601	8, 697	64, 144
6. Casualties in nontrain accidents....	409	77, 361	463	104, 523	483	96, 452	589	110, 431

APPENDIX D.

POINTS DECIDED BY THE COMMISSION IN REPORTED
RATE CASES, WITH INDEX OF POINTS DECIDED
AND TABLE OF CASES.

POINTS DECIDED IN REPORTED RATE CASES.

Classification ratings and carload minimum weight on garden tractors, 64 I. C. C. 1.

1. Proposed less-than-carload ratings and carload minimum on garden tractors found justified.

Mitsui & Co. v. Director General, 64 I. C. C. 4.

2. Rate applicable on one carload of pig lead from Granby, Mo., to Seattle, Wash., for export, found not unreasonable, unjustly discriminatory, or unduly prejudicial. Refund of overcharge directed and complaint dismissed.

Texarkana Pipe Works v. Director General, 64 I. C. C. 6.

3. Minimum charge of \$15 per car on raw clay from Post Pipe Spur, Ark., to Texarkana, Tex., found unreasonable. Reparation awarded.

Absorption of switching charges at Toledo, 64 I. C. C. 8.

4. Proposed reduction in absorption of switching charges on grain and feed receiving transit at Toledo, Ohio, found not justified. Suspended schedule ordered canceled.

5. Schedules covering absorption of switching charges on other traffic found justified. Order of suspension vacated.

Restriction in routing explosives, 64 I. C. C. 10.

6. Proposed increased rates on high explosives, in carloads and less than carloads, from stations on the Delaware, Lackawanna & Western and certain connections to destinations on the Norfolk & Western found not justified. Suspended schedules ordered canceled and proceeding discontinued.

Lumber and other commodities, 64 I. C. C. 12.

7. Proposed increased rates between El Paso, Tex., and points in Oregon, Washington, Utah, and Idaho, found not justified.

Du Pont de Nemours & Co. v. Director General, 64 I. C. C. 14.

8. Rates on common salt, in carloads, from Retsof, Watkins, Ithaca, and Ludlowville, N. Y., to Carneys Point, Gibbstown, and Paulsboro, N. J., found not unreasonable. Complaints dismissed.

Forsythe Leather Co. v. Director General, 64 I. C. C. 17.

9. Rate on glue stock, in carloads, from Wauwatosa, Wis., to Carrollville, Wis., during the period of Federal control, found not unreasonable, but found to have been unduly prejudicial. Reparation denied; complaint dismissed.

Atlas Portland Cement Co. v. G. T. Ry. Co., 64 I. C. C. 21.

10. Rates on cement, in carloads, from Hudson, N. Y., to certain New England destinations not shown to be unreasonable or otherwise unlawful. Complaint dismissed.

Coffee from Galveston, 64 I. C. C. 26.

11. Upon further consideration, the findings in our previous report, 58 I. C. C. 716, respecting rates on coffee from the Gulf ports to middle western territory, modified.

Lake Superior Paper Co. v. Director General, 64 I. C. C. 33.

12. Original report and order herein, 61 I. C. C. 709, modified upon petition for interpretation and construction thereof, filed by certain of the defendant carriers.

Chicago Sand & Gravel Producers v. Director General, 64 I. C. C. 37.

13. Rates on sand, slag, and crushed stone from Joliet and Thornton, Ill., to the Chicago switching district and from and to points within the district found not unjustly discriminatory against nor unduly prejudicial to interstate transportation of sand and gravel to the district.

14. Rates on sand and gravel from Illinois points in the outer zone to the Chicago district found unduly prejudicial to interstate transportation of sand and gravel from Wisconsin points to the district.

15. Nonprejudicial basis of rates prescribed for the future.

16. Reparation denied.

Little Cahaba Coal Co. v. Director General, 64 I. C. C. 50.

17. Rate on coal, in carloads, from Piper to Fairfield, Ala., during Federal control, found not unreasonable. Complaint dismissed.

Minimum weight on egg-box stuff, 64 I. C. C. 51.

18. Proposed increased carload minimum on egg-box stuff and egg-case fillers from Missouri River points to interstate destinations in Kansas found justified. Order of suspension vacated and proceeding discontinued.

Classification of flavoring extracts, 64 I. C. C. 53.

19. Proposed first-class rating on flavoring extracts in official express classification found not justified. Suspended schedules ordered canceled.

Rates, fares, and charges of N. Y. C. R. R. Co., 64 I. C. C. 55.

20. Upon further hearing, order entered in pursuance of our original report herein, 59 I. C. C. 290, modified by striking out the name of the Fonda, Johnstown & Gloversville Railroad Co.

Reservoir Heights Stock Ranch v. Director General, 64 I. C. C. 57.

21. Rate on garbage, in carloads, from Minneapolis, Minn., to Spur No. 8 on the line of the Minneapolis, St. Paul & Sault Ste. Marie in Minnesota, during Federal control, found unreasonable. Reparation awarded.

Stehley v. Director General, 64 I. C. C. 59.

22. Rate on carload of lignite coal from Stanton, N. Dak., to Hecla, S. Dak., found unreasonable. Reparation awarded.

Atlantic Refining Co. v. Director General, 64 I. C. C. 61.

23. Rates charged on petroleum and asphaltum, in carloads, from Franklin, Pa., to intrastate destinations, during Federal control, found unreasonable. Reparation awarded.

Empire Cotton Oil Co. v. Director General, 64 I. C. C. 64.

24. Rates on cotton seed, in carloads, from certain points in Florida to Cordele, Ga., found unreasonable. Reparation awarded.

25. Fourth section relief denied.

Appalachian Marble Co. v. Director General, 64 I. C. C. 67.

26. Rate on marble spalls, in carloads, from quarries in the vicinity of Knoxville, Tenn., to that point, during Federal control, found not unreasonable or unduly prejudicial. Complaint dismissed.

West v. St. L.-S. F. Ry. Co., 64 I. C. C. 69.

27. Rate on apples in barrels, in carloads, from Westville, Okla., to Fayetteville, Ark., found unreasonable. Reparation awarded.

Empire Cotton Oil Co. v. Director General, 64 I. C. C. 71.

28. Rate on peanuts, in carloads, from Greenwood, Fla., to Bainbridge, Ga., found not unreasonable. Complaint dismissed.

Merchants Coal & Coke Co. v. Director General, 64 I. C. C. 73.

29. Rates charged on lump coal, in carloads, from Eldnar Mine and Cantine, Ill., to Rose Hill, Ill., and from Cantine to Jefferson Park, Ill., during Federal control, found not unreasonable. Complaint dismissed.

Nebraska Seed Co. v. Director General, 64 I. C. C. 75.

30. Rates on white-clover seed in carloads, from Gilby, Grand Forks, and Michigan, N. Dak., to Omaha, Nebr., found not unreasonable or unduly prejudicial. Complaint dismissed.

South Chester Tube Co. v. M., K. & T. Ry. Co., 64 I. C. C. 78.

31. Rates on wrought-iron pipe, in carloads, from Chester, Pa., to Lawton, Okla., found not unreasonable, unjustly discriminatory, or unduly prejudicial. Complaint dismissed.

Pillsbury Flour Mills Co. v. Director General, 64 I. C. C. 81.

32. Rates charged on barley flour, in straight or mixed carloads, from Minneapolis, Minn., and Omaha, Nebr., to Los Angeles, Calif., and certain other points in California, and to certain points in Arizona and New Mexico, found unreasonable. Reparation awarded.

Rates on grain, grain products, and hay, 64 I. C. C. 85.

33. Rates on grain, grain products, and hay within the territory embraced within the western and Mountain-Pacific groups found unjust and unreasonable for the future to the extent shown in the report.

Rates to, from, and between points south of the Ohio River, 64 I. C. C. 107.

34. Proposed changes in class rates from eastern and Virginia cities and Carolina territory to Mississippi Valley territory and designated points east of that territory, and from New Orleans, La., Memphis, Tenn., and other points in Mississippi Valley territory to eastern and Virginia cities, found not justified except as indicated in the report. Respondents required to cancel suspended schedules and to file new schedules establishing rates in accordance with maximum bases prescribed.

35. Propriety of commodity rates under suspension in this proceeding reserved for subsequent consideration.

Anaconda Copper Mining Co. v. Director General, 64 I. C. C. 136.

36. Rates on copper bars, in carloads, from Anaconda and Black Eagle, Mont., to Rome, N. Y., found not unreasonable, unjustly discriminatory, or unduly prejudicial. Complaint dismissed.

Clinchfield Coal Corp. v. Director General, 64 I. C. C. 143.

37. Former rate on bituminous coal, in carloads, from Moss, Va., to Toledo, Ohio, found not unreasonable, and present rate found not unreasonable or unduly prejudicial. Complainant not shown to have been damaged by any undue prejudice which may have existed. Complaint dismissed.

Pendleton & Gilkey v. Director General, 64 I. C. C. 145.

38. Allegation that the charges on a carload of white-cedar poles, shipped from Mizpah, Minn., to Albion, Iowa, were assessed on an excessive weight not sustained. Complaint dismissed.

Parks v. Director General, 64 I. C. C. 147.

39. Rates on cattle, in carloads, from Lemesa, Tex., to Moorcroft, Wyo., found not unreasonable. Complaint dismissed.

Le Prestre Miller Stock Farms v. E. R. R. Co., 64 I. C. C. 149.

40. Rates on ashes, in carloads, from Paterson, N. J., to Goshen, N. Y., found to have been unreasonable. Reparation awarded.

West Ky. Coal Co. v. Director General, 64 I. C. C. 151.

41. Four carloads of coal from Clay, Ky., to Clinton, Iowa, found to have been misrouted. Reparation awarded. Rate applicable over route shipments should have moved found not unreasonable.

Parkersburg Rig & Reel Co. v. Director General, 64 I. C. C. 154.

42. Rates on steel crown blocks and steel calf-wheel and bull-wheel shafts, in carloads, from Parkersburg, W. Va., to Eastland and Ranger, Tex., found unreasonable. Reasonable maximum relationship of rates prescribed, and reparation awarded.

Grayson Owen Co. v. Director General, 64 I. C. C. 157.

43. Charges for unperformed out-of-line movement from Halvern, Calif., to Alvarado, Calif., in connection with the transportation of cattle, in carloads, from points in California and Nevada to Oakland, Calif., found illegal. Reparation awarded.

Class and Commodity Rates, 64 I. C. C. 159.

44. Proposed revision of class and commodity rates in territory west of the Cascade Mountains extending from Portland, Oreg., on the south to Vancouver, British Columbia, on the north, found justified except as indicated. Suspended schedules ordered canceled without prejudice to the establishment of rates in conformity with findings herein.

Du Pont de Nemours & Co. v. Director General, 64 I. C. C. 170.

45. Rates charged on empty zinc-lined wooden boxes, in carloads, from Haskell, Parlin, and Carney's Point, N. J., to Hopewell, Va., via Potomac Yard, Va., found unreasonable and certain shipments found to have been misrouted. Reparation awarded.

Armour & Co. v. O. S. L. R. R. Co., 64 I. C. C. 173.

46. Rate on fresh meat, in carloads, from Spokane, Wash., to Salt Lake City, Utah, found unreasonable. Reparation awarded.

Wenger-Armstrong Petroleum Co. v. Director General, 64 I. C. C. 175.

47. Rate on fuel oil, in tank-car loads, from Burkburnett, Tex., to Export Oil Spur, La., for export, found not unreasonable, unduly prejudicial, or otherwise unlawful. Complaint dismissed.

Coal v. C., St. P., M. & O. Ry. Co., 64 I. C. C. 178.

48. Rates on petroleum products, in carloads, from the midcontinent oil field in Kansas and Oklahoma to Alton, Iowa, Pipestone, Minn., and Beresford, S. Dak., found not unreasonable or otherwise unlawful. Complaint dismissed.

49. Fourth section relief denied.

Houston Chamber of Commerce v. Director General, 64 I. C. C. 181.

50. Charges on a carload of gas masks from Camp Logan, Tex., to Chicago, Ill., found unreasonable. Reparation awarded.

Cannon Mfg. Co. v. Director General, 64 I. C. C. 183.

51. Rates on sulphuric acid, in iron drums, in carloads, from Richmond, Va., to Kannapolis, N. C., found unreasonable. Reparation awarded.

Ault & Wiborg Co. v. Director General, 64 I. C. C. 186.

52. Rates on newsprint, book, and writing paper, in carloads, from Ladysmith, Wis., Kalamazoo, Mich., and Hamilton and Urbana, Ohio, to Vancouver, British Columbia, and Tacoma, Wash., found not unreasonable or otherwise unlawful. Complaint dismissed.

Weiss Milling Co. v. A., T. & S. F. Ry. Co., 64 I. C. C. 189.

53. Rates on alfalfa meal, in carloads, from Winfield and Viola, Kans., to Cairo, Ill., milled in transit at Wichita, Kans., found unreasonable. Reparation awarded.

Washington Steel & Ordnance Co. v. Director General, 64 I. C. C. 191.

54. Rates on bituminous coal, in carloads, from New River district (group No. 1) of West Virginia to Uniontown, D. C., found not unreasonable or otherwise unlawful. Complaint dismissed.

Ky. Wholesale Co. v. Director General, 64 I. C. C. 193.

55. Rate on a carload of canned kraut from Phelps, N. Y., to Pikeville, Ky., found not unreasonable. Shipment found to have been misrouted. Reparation awarded.

Link-Belt Co. v. P., C. & St. L. R. R. Co., 64 I. C. C. 195.

56. Ratings applicable on machine-finished steel roller chain, in bags, in official territory, found unreasonable. Reasonable ratings prescribed for the future.

R. R. Commission of La. v. A. H. T. Ry. Co., 64 I. C. C. 197.

57. Certain defendants authorized to reduce rates on gasoline from Somerset to San Antonio, Tex., and on gasoline and fuel oil from Grand Prairie to Dallas, Tex.

Rumble & Wensel Co. v. Director General, 64 I. C. C. 199.

58. Combination rate on oats, in carloads, from Rosewood, La., to Natchez, Miss., found unreasonable to the extent that the factor to New Orleans exceeded 20 cents. Reparation awarded.

Gulf Refining Co. v. St. L.-S. F. Ry. Co., 64 I. C. C. 201.

59. Rate on gasoline, in tank-car loads, from West Tulsa, Okla., to Gretna, La., found unreasonable. Reparation awarded.

Hazelhurst Oil Mill & Fertilizer Co. v. Director General, 64 I. C. C. 203.

60. Rate applicable on sulphate of ammonia, in carloads, from Gary, Ind., to Hazelhurst, Miss., found unreasonable. Waiver of undercharges authorized and complaint dismissed.

Indian Packing Corp. v. Director General, 64 I. C. C. 205.

61. Official classification rating of second class on sliced dried beef, in glass, in less than carloads, found unreasonable and third-class rating prescribed. Reparation awarded.

Procter & Gamble Co. v. A. C. R. R. Co., 64 I. C. C. 213.

62. Rates on vegetable oils, in carloads, from mill points in Oklahoma, Arkansas, and Louisiana to Dallas, Tex., found unreasonable. Scale of maximum reasonable rates prescribed for the future.

Bedford Pulp & Paper Co. v. Director General, 64 I. C. C. 219.

63. Rate on imported wood pulp, in carloads, from Newport News to Big Island, Va., found not unreasonable or otherwise unlawful. Complaint dismissed.

Jones v. Director General, 64 I. C. C. 221.

64. Rate on feeder cattle, in carloads, from Lone Pine, Calif., to Brawley and Calipatria, Calif., during Federal control, found not unreasonable. Complaint dismissed.

Boldt Paper Mills Co. v. Director General, 64 I. C. C. 223.

65. Rate on bituminous coal, in carloads, from Harveyton, Ky., to Red Bank, Ohio, found unreasonable. Reparation awarded.

Lee Flour Mills Co. v. Director General, 64 I. C. C. 226.

66. Rates applicable on wheat from points in Kansas, milled at Salina, Kans., and thence forwarded as flour to Galveston, Tex., for export, found unreasonable to the extent that they exceeded the aggregates of the intermediate rates contemporaneously in effect from and to the same points. Rates on like traffic from points in Kansas to New Orleans, La., found not unreasonable or otherwise unlawful. Collection of certain undercharges waived and complaint dismissed.

Cobbs & Mitchell v. Director General, 64 I. C. C. 229.

67. Rate on logs, in carloads, from Boyne Falls to Cadillac, Mich., during Federal control, found not unjust or unreasonable. Complaint dismissed.

Missouri rates and charges, 64 I. C. C. 233.

68. Certain rates required by state authority to be applied intrastate in Missouri by respondent carriers found to result in undue prejudice to shippers of interstate traffic, in undue preference and advantage to shippers of intrastate traffic, and in unjust discrimination against interstate commerce.

Missouri Portland Cement Co. v. Director General, 64 I. C. C. 243.

69. Switching charges on shipments of sand, in carloads, during Federal control, from complainant's plant in Memphis, Tenn., to points within the switching limits of Memphis, found unreasonable. Reparation awarded.

R. R. Commission of La. v. A. H. T. Ry. Co., 64 I. C. C. 248.

70. On further hearing, found that the order entered on January 22, 1918, should be modified so as to except from its provisions the rate on sand and gravel, in carloads, from Hart Spur to Fort Worth, Tex.

Substitution of single-deck for double-deck cars, 64 I. C. C. 251.

71. Proposed rule, applicable in official classification territory, providing for the substitution of single-deck for double-deck live-stock cars ordered for the transportation of hogs, in carloads, found not justified with respect to the provision affecting orders for double-deck cars in excess of 20. Suspended paragraph ordered canceled without prejudice to the establishment of the rule proposed in lieu thereof.

Ariz. Corp. Commission v. A. E. R. R. Co., 64 I. C. C. 253.

72. Passenger fares between points in Arizona and points in Nevada, between points in Arizona and points in New Mexico, between points in New Mexico and points in Nevada, and between points in Arizona, Nevada, and New Mexico and points in other states, found not unreasonable, unjustly discriminatory, or unduly prejudicial. Complaint dismissed.

Refining in transit of copper articles, 64 I. C. C. 257.

73. Proposed cancellation of refining-in-transit arrangements at Laurel Hill (Nichols siding), N. Y., on copper and lead moved all rail from points west of Buffalo, N. Y., and Pittsburgh, Pa., and the refined product moved thence to New England destinations, found not justified. Suspended schedule ordered canceled.

Interchange switching at Topeka, 64 I. C. C. 259.

74. Proposed cancellation of charges on carload traffic from interchange tracks in Topeka, Kans., to certain outlying industries and institutions adjacent thereto found not justified. Suspended schedules ordered canceled without prejudice to the filing of new schedules in conformity with plan outlined herein.

Woolen yarn from Skowhegan, 64 I. C. C. 261.

75. Proposed cancellation of any-quantity commodity rates on woolen yarn from Skowhegan, Me., to Portland, Me., Sawyer, N. H., Boston, Mass., certain points taking Boston rates, and New York, N. Y., in so far as applicable to interstate traffic, found not justified and suspended schedules ordered canceled.

Corp. Commission of N. C. v. Director General, 64 I. C. C. 264.

76. Upon further consideration, findings in 62 I. C. C. 64, modified. Maximum relationships of rates prescribed between points in North Carolina and Norfolk and Richmond, Va., on the one hand and points in South Carolina and the southeast on the other, and between points in North Carolina and Norfolk and Richmond, on the one hand and eastern points on the other.

Ill. Brick Co. v. Director General, 64 I. C. C. 273.

77. Rates on common brick from points outside the Chicago switching district to points within said district found not unreasonable but unduly prejudicial. Non-prejudicial basis of interstate rates prescribed for the future. Reparation denied.

78. Practice of certain defendants of refusing to absorb switching charges on shipments of common brick from Glen View and Deerfield, Ill., to certain points in the Chicago district found not unlawful.

Standard time zone investigation, 64 I. C. C. 281.

79. Orders defining limits of United States standard eastern and central time zones, 51 I. C. C. 273, and 53 I. C. C. 208, modified in part.

Cancellation of heater service, 64 I. C. C. 283.

80. Proposed rule eliminating the State of Illinois, and that portion of the State of Indiana lying within the Chicago switching district, from the territory in which carriers' protective service against cold is now available under section 5 of perishable protective tariff No. 1, agent Fairbanks' I. C. C. No. 6, and withdrawing such service on traffic originating outside the present so-called cold-weather zone when destined to certain named States, or to points beyond such States, found not justified. Suspended schedules ordered canceled.

Liberty Oil Co. v. Director General, 64 I. C. C. 289.

81. Rates on crude petroleum, in tank-car loads, from Iowa Park, Tex., to New Orleans, La., found not unreasonable. Complainant not shown to have been damaged by any undue prejudice which may have existed. Complaint dismissed.

Carey Mfg. Co. v. Director General, 64 I. C. C. 292.

82. Rates on liquid asphalt, in tank-car loads, from Louisiana refining points to Cincinnati, Ohio, found not unreasonable or unduly prejudicial, except the rate from Meraux, La., to the extent that it exceeded the rate from New Orleans, La. Reparation awarded.

Malby v. Director General, 64 I. C. C. 297.

83. Rate charged on chrome iron ore from Baker, Oreg., to South Chicago, Ill., found applicable and not unreasonable. Complaint dismissed.

Cotto-Waxo Co. v. A. A. R. R. Co., 64 I. C. C. 299.

84. Rates and rating on floor-sweeping compound, in carloads, from St. Louis, Mo., to points in official territory found not unreasonable or otherwise unlawful. Complaint dismissed.

Silica Sand Traffic Asso. v. C. & Q. R. R. Co., 64 I. C. C. 302.

85. Rates on imported flint pebbles, in carloads, from New York, N. Y., to Ottawa, Wedron, Millington, and Oregon, Ill., found not unreasonable. Complaint dismissed.

Tacoma Junk Co. v. N. P. Ry. Co., 64 I. C. C. 305.

86. Rate charged on a carload of scrap iron from Sidney, Mont., to Tacoma, Wash., found unlawful and unreasonable. Reparation denied because of complainant's failure to prove that he paid the charges. Complaint dismissed.

Rates to, from, and between points south of the Ohio River, 64 I. C. C. 306.

87. Proposed revision of commodity rates designed to eliminate deviations from the long-and-short-haul provision of the fourth section of the interstate commerce act, in the construction of rates primarily affecting Mississippi Valley points and Nashville, Tenn., found not justified, except as indicated herein. Respondents required to cancel suspended schedules in so far as found not justified, and to file new schedules establishing rates in accordance with maximum bases prescribed. Proceeding discontinued.

Export bill of lading, 64 I. C. C. 347.

88. Rules and regulations made prescribing form of through export bill of lading to be issued by carriers subject to the interstate commerce act for application to the transportation of property, in connection with ocean carriers, whose vessels are registered under the laws of the United States, from points in the United States designated under the provisions of section 25 of the interstate commerce act to points in nonadjacent foreign countries.

Domestic bill of lading and live-stock contract, 64 I. C. C. 357.

89. Rules and regulations made in *Bills of Lading*, 52 I. C. C. 671, prescribing form of uniform domestic bill of lading, modified to conform to the requirements of the interstate commerce act as amended on February 28, 1920.

90. Rules and regulations made prescribing form of uniform live stock contract.

Boston Wool Trade Asso. v. A. & S. Ry. Co., 64 I. C. C. 365.

91. Reasonable classification ratings prescribed on wool, mohair, camel's wool and hair, angora hair, and alpaca.

92. Proportional commodity rates to Boston, Mass., on wool in the grease, in carloads, from Mississippi River crossings, not shown to be unreasonable.

93. Proportional commodity rates to Boston from Duluth, Minn., lake and rail, on wool and mohair in the grease, in carloads, found unreasonable. Reasonable basis of maximum rates prescribed.

94. Commodity rates to Boston from Texas points, all rail, on wool and mohair in the grease, in carloads, found unreasonable. Reasonable basis of maximum rates prescribed. Corresponding rail-water-and-rail rates to Boston not shown to be unreasonable.

95. Consideration of fourth section applications postponed.

96. Defendants' failure to accord transit at Boston on wool and mohair originating west of the Hudson River and to publish consolidated wool tariffs found not unreasonable or otherwise unlawful.

Box shooks from Georgia, 64 I. C. C. 389.

97. Proposed rates on box shooks from points in Virginia, North Carolina, and South Carolina to destinations in New York and other Eastern States found not justified. Suspended schedules ordered canceled.

Rates on asphalt from Gulf ports, 64 I. C. C. 395.

98. Increased rates on asphalt, in carloads, from Gulf ports to stations on the main line and branches of the Nashville, Chattanooga & St. Louis Railway east of Nashville, Tenn., proposed in supplements Nos. 11 and 12 to the tariff of F. L. Speiden, agent, I. C. C. No. 402, found not justified. Suspended schedules in said supplements ordered canceled.

Free time allowance, 64 I. C. C. 400.

99. Proposed reduction from 5 days to 48 hours in free time allowed at California ports on freight originating in California, except within the switching limits of the port of exit, and consigned to certain destinations in this and foreign countries reached by water lines, found not justified when for application to shipments moving in interstate or foreign commerce. Suspended schedules ordered canceled.

Douglas Chamber of Commerce v. A., T. & S. F. Ry. Co., 64 I. C. C. 405.

100. Class and commodity rates from points on lines of defendants in California to Douglas, Ariz., found not unreasonable or unjustly discriminatory.

101. Class and commodity rates from points in California on lines of defendants to Douglas, found unduly prejudicial to the extent that they exceed corresponding rates contemporaneously in effect from the same points of origin to Bisbee, Ariz., and to certain cross-country points on the Southern Pacific in Arizona and New Mexico.

102. Commodity rates from points on lines of defendants in Oregon and Washington, and points basing thereon, to Douglas, applicable via California junctions, found unduly prejudicial, to the extent that they exceed corresponding rates contemporaneously in effect via California junctions from the same points of origin to El Paso, Tex., and Bisbee.

Indianapolis Board of Trade v. B. & O. R. R. Co., 64 I. C. C. 416.

103. Upon complaint attacking (1) the basis of charges applicable on grain, originating at numerous points on the Lake Erie & Western, milled or accorded certain other transit services at Indianapolis, Ind., and reshipped as such or as manufactured products to western termini of trunk lines, trunk line territory, Virginia cities, and related points, and (2) the failure of the tariffs to accord transit at Indianapolis in

connection with the movement from and to certain of these points; *Held*: That the tariff provisions assailed are not shown to be unreasonable or unjustly discriminatory, but that the relative adjustment at Indianapolis and Noblesville, Ind., results in undue prejudice to Indianapolis and undue preference of Noblesville. Undue prejudice and preference ordered removed.

Classification of paper shopping bags, 64 I. C. C. 423.

104. Proposed ratings on paper shopping bags, with handles, in carloads and less than carloads, in official, southern, and western classifications, found justified. Order of suspension vacated and proceeding discontinued.

Marden, Orth & Hastings Co. v. Director General, 64 I. C. C. 426.

105. Rate on peanut oil in tank-car loads from Louisville, Ky., to Seattle, Wash., found unreasonable. Reparation awarded.

Peabody & Co. v. Director General, 64 I. C. C. 429.

106. Rates on imported straw braid and hemp braid in less-than-carload lots from Seattle and Tacoma, Wash., and San Francisco, Calif., to New York, N. Y., and Chicago, Ill., found not unreasonable or unduly prejudicial. Complaint dismissed.

Sterling Lumber Co. v. Director General, 64 I. C. C. 432.

107. Demurrage assessed at Pittsburgh, Pa., on two carloads of lumber from Lukens, Fla., found illegal in part. Reparation awarded.

Morris & Co. v. Director General, 64 I. C. C. 435.

108. Rate on frozen beef, in carloads, from Columbus, Ohio, to New York, N. Y., found unreasonable. Reparation awarded.

Pfeister & Vogel Leather Co. v. Director General, 64 I. C. C. 437.

109. Rates to Cheboygan, Mich., on myrobalans, in carloads, from New York, N. Y., and Philadelphia, Pa., and on bark extract, in carloads, from New York, N. Y., found not unreasonable or otherwise unlawful. Refund of overcharges on certain shipments directed. Complaint dismissed.

Hamilton Foundry & Machine Co. v. Director General, 64 I. C. C. 439.

110. Demurrage charges at Hamilton, Ohio, on cars of sand arriving in frozen condition, found to have been legally assessed and not unreasonable or otherwise unlawful. Complaint dismissed.

Mississippi Valley Iron Co. v. C., B. & Q. R. R. Co., 64 I. C. C. 441.

111. Rate on coke, in carloads, from St. Paul, Minn., to St. Louis, Mo., found not unreasonable. Complaint dismissed.

Ault & Wiborg Co. v. Director General, 64 I. C. C. 443.

112. Rate on barytes, in carloads, from Ivorydale, Ohio, to Argo, Ill., found not unreasonable or otherwise unlawful. Complaint dismissed.

Pure Oil Co. v. Director General, 64 I. C. C. 444.

113. Rates on iron tanks, knocked down, in carloads, from Cushing, Okla., to Central City, Ohio, and Morgantown, W. Va., found not unreasonable or otherwise unlawful. Complaints dismissed.

Oliver Iron & Steel Co. v. P. & L. E. R. R. Co., 64 I. C. C. 447.

114. Refusal of trunk line defendants to compensate complainant for the expense of terminal switching of cars moving interstate to and from its plant at Pittsburgh, Pa., found to have resulted in the exaction of charges for transportation which were unreasonable. Reparation awarded.

Phoenix Chamber of Commerce v. Director General, 64 I. C. C. 452.

115. Rates on cereals, in carloads, from El Paso, Tex., and defined territorial groups to Phoenix, Tempe, and Mesa, Ariz., not found unreasonable or otherwise unlawful.

116. Prayer for establishment of through route and joint route on cereals, in carloads, from El Paso, Tex., via Southern Pacific system lines through Phoenix, Ariz., to points on the Santa Fe between Phoenix and Mojave, Calif., and points on both the Santa Fe and Southern Pacific beyond Mojave, denied. Complaint dismissed.

Citizens Gas Co. v. Director General, 64 I. C. C. 457.

117. Charges during the period from June 25, 1918, to January 21, 1919, both inclusive, for the movement of sand and gravel, in carloads, within the switching limits of Indianapolis, Ind., found unreasonable. Reparation awarded.

Van Dusen Harrington Co. v. Director General, 64 I. C. C. 461.

118. Coarse-grain rates of 76 cents per 100 pounds from points in group F and 64 cents from points in group G, the points of origin being in Minnesota, North Dakota, South Dakota, Nebraska, Kansas, and Iowa, to points in Montana, Idaho, Oregon, and Washington, as increased June 25, 1918, from 50 cents to the wheat-rate basis, found to have been unreasonable to the extent that they exceeded 61 cents. Reparation awarded.

City of New Albany v. L. & N. Ry. & L. Co., 64 I. C. C. 468.

119. Passenger fare between Louisville, Ky., and New Albany, Ind., found unreasonable and findings made as to reasonable maximum fares for the future.

Mason Valley Mines Co. v. W. P. R. R. Co., 64 I. C. C. 477.

120. Rates on ore and concentrates, in carloads, from Paxton and Engels, Calif., to Wabuska, Nev., found unreasonable. Reasonable maximum joint rates prescribed for the future.

Pioneer Lumber Co. v. Director General, 64 I. C. C. 485.

121. Rates on lumber and lumber products, in carloads, from points in Idaho, Montana, and Washington to Ucross and Buffalo, Wyo., found not unreasonable but unduly prejudicial. Nonprejudicial rates prescribed. Reparation denied.

122. Rates on brick, in carloads, from Sheridan, Wyo., to Buffalo, during Federal control, found not unreasonable or otherwise unlawful.

St. Tammany Ice & Mfg. Co. v. Director General, 64 I. C. C. 491.

123. Charges on fuel oil, in tank-car loads, from Destrehan, La., to Covington, La., found not unreasonable or unduly prejudicial. Complaint dismissed.

Ohio rates, fares, and charges, 64 I. C. C. 493.

124. Certain intrastate passenger fares maintained by petitioner in Ohio found to be unduly preferential of intrastate passengers, unduly prejudicial to interstate passengers, and unjustly discriminatory against interstate commerce. Fares prescribed which will remove such preference, prejudice, and discrimination.

Switching between connecting lines and team tracks, 64 I. C. C. 500.

125. Proposed increased charge and minimum weight for switching interstate shipments, in carloads, between respondent's team tracks and junctions with connecting lines at Chicago, Ill., found justified. Order of suspension vacated and proceeding discontinued.

Edwards & Bradford Lumber Co. v. Director General, 64 I. C. C. 503.

126. Rate on coal from Kenilworth, Utah, to Hillyard, Wash., found not unreasonable or unjustly discriminatory but unduly prejudicial. Relationship of rates prescribed for the future. Reparation denied.

Pacific Portland Cement Co. v. Director General, 64 I. C. C. 507.

127. Rate on lime rock, in carloads, from Flint to Tolenas, Calif., during Federal control found not unreasonable. Complaint dismissed.

Sand and gravel from Michigan City, 64 I. C. C. 512.

128. Proposed increased rates on sand and gravel, in carloads, from Michigan City Ind., to Johnstown-Connellsville territory found justified. Order of suspension vacated.

Stone from Bridgeport, 64 I. C. C. 515.

129. Proposed cancellation of joint interstate rates on stone, ground or powdered, from Bridgeport and Mascot, Tenn., to Louisville & Nashville stations found not justified. Suspended schedules ordered canceled.

Ohio and Pennsylvania rates, fares, and charges, 64 I. C. C. 517.

130. Certain intrastate passenger fares maintained by petitioner in Ohio found to be unduly preferential of intrastate passengers, unduly prejudicial to interstate passengers, and unjustly discriminatory against interstate commerce. Fares prescribed which will remove such preference, prejudice, and discrimination.

Rates between El Paso, Tex., and other points, 64 I. C. C. 526.

131. Proposed increased class rates between El Paso, Tex., and points on lines of the Atchison, Topeka & Santa Fe west of Rincon and Belen, N. Mex., found not justified. Suspended schedules ordered canceled.

Lumber from North Tonawanda, 64 I. C. C. 530.

132. Proposed cancellation of an interstate commodity rate on lumber, in carloads, from North Tonawanda to Canandaigua, N. Y., found not justified. Suspended schedule ordered canceled.

General Iron Works v. Director General, 64 I. C. C. 532.

133. Rates on knocked-down iron and steel tanks and secondhand lumber from points in Oklahoma and Texas to points in Louisiana found not unreasonable or otherwise unlawful.

134. Rate on knocked-down iron and steel tanks from Elmwood Place and Ivorydale, Ohio, to Gahagan, La., found unreasonable. Reparation awarded.

Consolidated Coal Co. v. Director General, 64 I. C. C. 536.

135. Rate on fine coal, in carloads, from Mount Olive and Staunton, Ill., to Kansas City, Mo., found not unreasonable. Complainant not shown to have been damaged by the alleged undue prejudice. Complaint dismissed.

Packing requirements, estimated weights, and weighing, 64 I. C. C. 539.

136. Proposed changes in packing requirements, estimated weights, and weighing of eastbound transcontinental shipments of deciduous fresh fruits found not justified. Suspended schedules ordered canceled.

Stewart-Warner Speedometer Corp. v. Director General, 64 I. C. C. 541.

137. Ratings in western classification on speedometers, speedometer heads, and speedometer connections, and rates thereon from Chicago to certain Pacific coast points, found unreasonable. Maximum ratings and rates prescribed. Reparation awarded.

Estimated weight on petroleum crude oil, 64 I. C. C. 545.

138. Proposed increase in estimated weight of petroleum crude oil, in tank-car loads, from Texas to interstate points, found not justified. Suspended schedules ordered canceled.

Rate and minimum weight on live stock, 64 I. C. C. 546.

139. Proposal of the carriers to make the rule providing the basis of charges on shipments of live stock in mixed carloads read "the highest rate and highest minimum weight" instead of "highest rate and minimum weight," held to be justified.

Mill Co. v. Director General, 64 I. C. C. 548.

140. Rates on cedar shingles, in carloads, from points in the coast group in Oregon, Washington, and British Columbia to destinations in other States and Canada found not unreasonable, unjustly discriminatory, or unduly prejudicial, except that to certain points in Oklahoma and Texas they are found unreasonable. Reparation awarded and reasonable basis of rates prescribed to Oklahoma and Texas.

Charleston Mining & Mfg. Co. v. Director General, 64 I. C. C. 553.

141. Rates charged on coal, in carloads, from points in Virginia and Kentucky to Charleston Mining and Manufacturing Co., Fla., found legally applicable. Complaint dismissed.

Ideal Fuel Co. v. Director General, 64 I. C. C. 555.

142. Rate on coal, in carloads, from Herrin, Ill., to Chicago, Ill., during Federal control, found not unreasonable. Complaint dismissed.

Tribune v. B., A. & P. Ry. Co., 64 I. C. C. 557.

143. Rates on newsprint paper, in carloads, from points in Oregon and Washington to destinations in Montana found not unreasonable or unduly prejudicial. Complaint dismissed.

144. Maintenance of rates on newsprint paper, in carloads, from points in the Portland, Ore., group to Denver, Colo., lower than to Billings, Mont., and other intermediate points in contravention of the long-and-short-haul rule of section 4 of the act not justified. Fourth section relief denied.

Lumber to Selma, 64 I. C. C. 563.

145. Proposed increased interstate rate on lumber and articles taking lumber rates, in carloads, from points on the Alabama & North Western to Selma, Ala., found not justified. Suspended schedules ordered canceled.

Coal from D., T. & I. R. R. mines, 64 I. C. C. 564.

146. Proposed reduction by the Detroit, Toledo & Ironton Railroad in the interstate rates on coal, carloads, from mines on its line in the Jackson County and Ironton groups in Ohio to Toledo, Ohio, Detroit, Mich., and other destinations found unduly preferential of such mines and unduly prejudicial to mines on other lines in the same and other groups in Ohio and other States. Suspended schedules ordered canceled.

Parkersburg Rig & Reel Co. v. Director General, 64 I. C. C. 568.

147. Rates on wooden bull-wheel arms, cants, and pins, in carloads, from Parkersburg, W. Va., to points in Kansas, Oklahoma, Texas, and Louisiana, found unreasonable and unduly prejudicial. Reasonable and nonprejudicial relationship of rates prescribed for the future. Reparation awarded.

Willow River Lumber Co. v. Director General, 64 I. C. C. 575.

148. Rates on logs, in carloads, during Federal control, from Beebe, Hawthorne, and Gordon, Wis., to Hayward, Wis., found unreasonable. Reparation awarded.

West Ky. Coal Bureau v. I. C. R. R. Co., 64 I. C. C. 577.

149. Rates on bituminous coal in carloads, from mines in western Kentucky on the Illinois Central and Kentucky Midland to points in the southern peninsula of Michigan found not unreasonable but unduly prejudicial. Relationship of rates prescribed for the future.

Switching charges at Attica, 64 I. C. C. 582.

150. Proposed increase in switching charges at Attica, N. Y., found not justified in part. Suspended schedules ordered canceled.

Mitsui & Co. v. Director General, 64 I. C. C. 585.

151. Rate on vegetable oils, in tank-car loads, from Everett and Tacoma, Wash., to Seattle, Wash., during Federal control, found not unreasonable. Complaint dismissed.

Vim Motor Truck Co. v. Director General, 64 I. C. C. 588.

152. Demurrage and storage charges assessed at New Orleans, La., on three carloads of automobile trucks found not unreasonable or otherwise unlawful. Complaint dismissed.

Lumber and other forest products from southeastern points, 64 I. C. C. 591.

153. Proposed schedules effecting increases in rates on lumber and lumber products, in carloads, from southeastern territory to local points on the Norfolk & Western Railway found not justified and ordered canceled.

Miller Bros. v. St. L. & S. F. R. R. Co., 64 I. C. C. 593.

154. Upon further hearing, rates on stock cattle, in carloads, from certain points in Florida and from Birmingham, Ala., to Memphis, Tenn., found unreasonable. Reparation awarded and former report in No. 8078, 42 I. C. C. 261, modified. Rates in No. 8291 found not unreasonable or unduly prejudicial, and complaint dismissed.

Harper, Marshall & Thompson Co. (Inc.) v. Director General, 64 I. C. C. 599.

155. Rate on soda ash, in carloads, from Painesville, Ohio, to Seattle, Wash., for export, found not unreasonable. Complaint dismissed.

United Iron Works v. Director General, 64 I. C. C. 601.

156. Rates on sand, in carloads, from Fort Gibson, Okla., to Joplin, Webb City, and Springfield, Mo., and Pittsburg, Independence, and Iola, Kans., found unreasonable. Maximum reasonable rates prescribed and reparation awarded.

157. Fourth section relief denied.

Great Western Smelting & Refining Co. v. Director General, 64 I. C. C. 605.

158. Rate charged on a carload of antimony from Seattle, Wash., to Chicago, Ill., during Federal control, found unreasonable. Reparation awarded.

Scrap Paper, Rags, and Old Rope, 64 I. C. C. 607.

159. Proposed increased rates on scrap paper, rags, and old rope, in straight or mixed carloads, from certain points in northern Iowa and southeastern Minnesota to Chicago and Peoria, Ill., St. Louis, Mo., and points taking the same rates; also from Mason City, Iowa, to Mississippi crossings on traffic destined east of the Illinois-Indiana State line, found justified. Order of suspension vacated and proceeding discontinued.

Estimated Weights on Berries, 64 I. C. C. 610.

160. Increases in estimated weights on berries in pony refrigerators, proposed in tariffs of American Railway Express Co., found not justified. Suspended schedules ordered canceled.

Classification exceptions on cottonseed cake, meal, and molasses feed, 64 I. C. C. 613.

161. Proposed withdrawal of alfalfa feed, cane seed, cottonseed cake and meal, dried beet pulp, and other grain products from the list of articles taking corn rates, in western trunk line territory, and including them in the list of articles taking wheat rates, found not justified. Suspended schedules ordered canceled.

Equity Cooperative Packing Co. v. Director General, 64 I. C. C. 615.

162. Rates on fresh meats from Haggart, N. Dak., to St. Paul and Duluth, Minn., found unreasonable. Rates on packing-house products found not unreasonable. Reparation awarded.

Boldt Glass Co. v. Director General, 64 I. C. C. 619.

163. Charges applicable on empty glass bottles, in carloads, from Carrel Street Station, Cincinnati, Ohio, to Newport and Latonia, Ky., found unreasonable. Reparation awarded.

Moore Oil Refining Co. v. Director General, 64 I. C. C. 621.

164. Rate on gasoline and kerosene, in tank-car loads, from Lexington, Ky., to Cincinnati, Ohio, found unreasonable. Reparation awarded.

Brick and articles taking same rates, 64 I. C. C. 624.

165. Proposed reduction in interstate rates on brick and articles taking the same rates, in carloads, from Danville, Ill., to certain points in Indiana in the Chicago, Ill., group, and from Streator, Ill., to Chicago, found not justified as to Danville, and justified as to Streator. Appropriate order entered and proceeding discontinued.

Storage charges on apples and pears, 64 I. C. C. 627.

166. Proposed increased charge for storage in transit in the eastern and western groups of apples and pears, in carloads, moving in transcontinental traffic found not justified. Suspended schedules ordered canceled.

Absorption of terminal charges on grain for export, 64 I. C. C. 629.

167. Proposal to limit absorption of charges for switching and unloading grain and certain grain products, in carloads, at Galveston, Tex., on shipments from Minneapolis, Minn., when originating beyond and when for export, found justified to the extent indicated in the report. Nonpreferential rates for the future prescribed.

Cotton Mfrs. Asso. v. C. & O. Ry., 64 I. C. C. 633.

168. Reparation awarded to certain interveners upon shipments of bituminous coal from Appalachia and Dante districts in Virginia to Union, S. C., on which the charges were paid prior to December 31, 1915, at rates found unreasonable in the second supplemental report in this proceeding, 57 I. C. C. 584.

Aetna Explosives Co. v. C. & E. I. R. R. Co., 64 I. C. C. 635.

169. Rates on glycerin, other than chemically pure or bleached, in iron drums, in carloads, from Kansas City, Mo., to Fayville, Ill., found unreasonable. Reparation awarded.

Procter & Gamble Co. v. Director General, 64 I. C. C. 637.

170. Charges assessed on 155 new empty tank cars moving on their own wheels from Milton, Pa., to various destinations in North and South Carolina found illegal. Refund of overcharges directed and complaint dismissed.

Cast-iron pipe and connections, 64 I. C. C. 638.

171. Proposed cancellation of existing basis for rates and application in lieu thereof of combination rates on cast-iron pipe and pipe connections, in carloads, from certain points in Tennessee and Alabama to Montana destinations, found justified. Order of suspension vacated and proceeding discontinued.

Armour & Co. v. C. & N. W. Ry. Co., 64 I. C. C. 641.

172. Rate on canned condensed milk, in carloads, from Denmark, Wis., to Bangor, Me., found unreasonable. Reparation awarded.

Indian Refining Co. v. Director General, 64 I. C. C. 643.

173. Upon further consideration, and following *Sligo Iron Store Co. v. W. M. Ry. Co.*, 62 I. C. C. 643, rate applicable over the route designated by the shipper found to be 62.5 cents, and refund to that basis directed. Former report, 59 I. C. C. 246.

Indiana rates, fares, and charges, 64 I. C. C. 645.

174. Upon further hearing, order entered pursuant to our findings in 60 I. C. C. 337, modified so as to except from its provisions the charge for transportation of live stock from the stockyards of the Belt Railroad & Stock Yards Co., at Indianapolis, Ind., to the plant of Kingan & Co., Inc., at that place.

Slater v. S. P. Co., 64 I. C. C. 647.

175. Defendants' interstate carload rates on sheep in double-deck cars from certain points in Idaho, Oregon, Nevada, and California to San Francisco, Calif., and bay points, except from Kirk, Oreg., found not unreasonable. Reparation from Kirk, Oreg., awarded.

176. Basis of rate readjustment indicated.

Elm City Lumber Co. v. S. A. L. Ry. Co., 64 I. C. C. 660.

177. Demurrage charges collected at Petersburg, Va., on three carloads of lumber found unlawful. Refund directed.

Acme Cement Plaster Co. v. St. L.-S. F. Ry. Co., 64 I. C. C. 662.

178. Upon complaint assailing the carload minima applicable on crushed gypsum rock from Gladys, Okla., to Cape Girardeau, Mo., and from Grand Rapids, Mich., to Hannibal and Prospect Hill, Mo., *Found*: That the evidence adduced affords no basis for determining whether the tariff minima can be loaded, and that upon the record made the carload minima assailed are not unreasonable. Complaint dismissed.

Norris v. T. & P. Ry. Co., 64 I. C. C. 665.

179. Rates on pipe and oil-well machinery, in carloads, from Scottsville, Tex., to Mansfield, La., found unreasonable. Reasonable maximum rates prescribed and reparation awarded.

Du Pont de Nemours & Co. v. Director General, 64 I. C. C. 667.

180. Charges collected on six carloads of wet nitrocellulose shipped from Hopewell, Va., to Haskell, N. J., and reconsigned to Parlin, N. J., found not unreasonable or otherwise unlawful. Complaint dismissed.

Charleston Milling Co. v. M. P. R. R. Co., 64 I. C. C. 671.

181. Rate charged on a carload of corn meal from Memphis, Tenn., to Charleston, Mo., found unreasonable. Reparation awarded.

182. Fourth section relief denied.

Iowa R. R. Commissioners v. M. & St. L. R. R. Co., 64 I. C. C. 673.

183. Upon further hearing, combination through rates on walnut dimension lumber, not further finished than sawed to shape, in carloads, from Des Moines, Iowa, to points east of the Indiana-Illinois state line, or for export, found unreasonable and unduly prejudicial to the extent that the proportional commodity rates from Des Moines to upper Mississippi River east-bank crossings exceed 57 per cent of the corresponding proportional commodity rates from the Missouri River cities to Mississippi River crossings. Original report in 53 I. C. C. 484.

Kansas rates, fares, and charges, 64 I. C. C. 679.

184. Previous findings and order herein applied to certain situations disclosed upon further hearing. Former report, 62 I. C. C. 440.

Pure Oil Co. v. Director General, 64 I. C. C. 688.

185. Rate on petroleum refined oil, in tank-car loads from Cabin Creek Junction, W. Va., to Bowling Green, Ky., found unreasonable and unduly prejudicial. Reparation awarded.

Raritan Copper Works v. Director General, 64 I. C. C. 691.

186. Rate on copper bars, rough cast, in carloads, from Rome, N. Y., to Perth Amboy, N. J., found not unreasonable or otherwise unlawful. Complaint dismissed.

McGowin Lumber & Export Co. v. Director General, 64 I. C. C. 694.

187. Shipments of lumber from points in Alabama to destinations in New Jersey and other eastern states found to have been misrouted and others overcharged.

Demurrage charges collected on certain shipments reconsigned in transit and held at Louisville, Ky., and Chattanooga, Tenn., found to have been illegal. Reparation awarded.

Madison Lumber & Mill Co. v. Director General, 64 I. C. C. 699.

188. Rates on brick and coal, in carloads, from points in Idaho, Utah, and Wyoming to Cottonwood and Nezperce, Idaho, found not unreasonable. One shipment of coal from Storrs, Utah, to Nezperce found overcharged. Reparation awarded.

Atlantic Refining Co. v. Director General, 64 I. C. C. 702.

189. Rate on paraffin wax, in tank-car loads, from North Baton Rouge, La., to Philadelphia, Pa., found unreasonable. Reparation awarded.

National Refining Co. v. Director General, 64 I. C. C. 704.

190. Rate applicable on crude petroleum, in tank-car loads, from Beattyville, Ky., to Findlay, Ohio, found unreasonable. Reparation awarded.

Johnson City Chamber of Commerce v. S. Ry. Co., 64 I. C. C. 709.

191. Upon further hearing, original finding to the effect that under the existing rate adjustment there is undue prejudice to Johnson City, Tenn., and undue preference of Bristol, Va.-Tenn., reaffirmed.

192. Defendants' plan for equalizing rates from Ohio River and Mississippi River crossings and beyond, from central and Buffalo-Pittsburgh territories, and from Memphis and Nashville, Tenn., to Johnson City and Bristol, and for revising rates to intermediate and related destinations, found not justified.

193. Bases prescribed for just and reasonable maximum interstate class rates from those originating points and territories to Johnson City and Bristol, and to intermediate and related destinations. Bases indicated for revision of commodity rates from and to the same points.

194. Relief granted from the long-and-short-haul provision of the fourth section of the act on certain traffic moving over the Norfolk & Western via Walton, Va. Former reports: 46 I. C. C. 527 and 50 I. C. C. 605.

Farmers Grain Co. v. C., R. I. & P. Ry. Co., 64 I. C. C. 730.

195. Defendant found not to have unjustly discriminated against complainant in the distribution of empty cars for grain loading at Prairie Home, Nebr., between August 2 and September 21, 1920. Complaint dismissed.

Wausau Southern Lumber Co. v. G. & S. I. R. R. Co., 64 I. C. C. 732.

196. Defendants' practices in the distribution of empty cars among lumber shippers at Laurel, Miss., since September, 1919, not found unduly prejudicial to, nor unjustly discriminatory against, complainant. Complaint dismissed.

Cambria Steel Co. v. Director General, 64 I. C. C. 737.

197. Defendants' denial to complainant of an allowance for spotting cars within its plant at Johnstown, Pa., equal to the cost of such service to complainant not shown to have subjected complainant to the payment of unreasonable rates, or to undue preference, or to damage caused thereby. Complaint dismissed.

Pioneer Pole & Shaft Co. v. Director General, 64 I. C. C. 744.

198. Rates on hickory flitches and planks from points on the lines of defendants, except the Batesville Southwestern, in Illinois, Kentucky, Tennessee, Mississippi, Alabama, and Louisiana to Memphis, Tenn., and Cairo, Ill., found not to have been or to be unreasonable or unduly prejudicial. Joint rate on billets, flitches, and other rough material from Crowder, Miss., and other points on the Batesville Southwestern to Cairo, found unreasonable. Reparation awarded.

Fruits and vegetables to Hastings, 64 I. C. C. 748.

199. Increased rates proposed on fruits and vegetables, in carloads, from points in Texas to Hastings and Grand Island, Nebr., found not justified. Suspended schedules ordered canceled and proceeding discontinued.

Illinois coal cases, 1920, 64 I. C. C., 751.

200. Upon further consideration, differentials found lawful in original report, 62 I. C. C. 741, found to be just and reasonable maximum and minimum differentials.

Midland Linseed Products Co. v. Director General, 64 I. C. C. 753.

201. Rates on linseed oil, in carloads, from Undercliff, N. J., to Newark, N. J., during federal control, found not unreasonable or otherwise unlawful. Complaint dismissed.

Ault & Wiborg Co. v. Director General, 64 I. C. C. 755.

202. Rates on sulphate of barium, in carloads, from Sweetwater, Tenn., to Cincinnati and St. Bernard, Ohio, found not unreasonable or otherwise unlawful. Complaint dismissed.

Arizona Corp. Com. v. A. E. R. R. Co., 64 I. C. C. 758.

203. Rates on cement, in carloads, from Colton, Oro Grande, and Victorville, Calif., to certain points in Arizona found unreasonable and unduly prejudicial. Reparation denied.

NOTE.—65 I. C. C. is confined exclusively to finance reports.

Creosote and gas-tar oils from Chicago, 66 I. C. C. 1.

204. Proposed increased rates on creosote oil and gas-tar oil from Chicago, Ill., and St. Louis, Mo., to St. Paul and Duluth, Minn., found justified.

La. R. R. Com. v. A. H. T. Ry. Co., 66 I. C. C. 4.

205. On further hearing, reasonable maximum differentials prescribed on shipments of wheat, flour, and articles taking the same rates to and from points in Texas differential territory. Former report, 48 I. C. C. 312.

Utah Automobile Asso. v. A., T. & S. F. Ry. Co., 66 I. C. C. 8.

206. Rates on refined gasoline, in carloads, from the midcontinent field, Colorado, Wyoming, and California, to Salt Lake City, Ogden, and Provo, Utah, found unreasonable. Reasonable rates prescribed.

Grain and grain products from Memphis, 66 I. C. C. 19.

207. Proposed increased carload and less-than-carload rates on grain and grain products from Memphis, Tenn., to Carolina territory, when originating in Arkansas, Oklahoma, Texas, and Louisiana, found justified. Order of suspension vacated and proceeding discontinued.

Bedford Cut Stone Co. v. Director General, 66 I. C. C. 26.

208. Charges assessed, during Federal control, on stone, in carloads, from points on the lines of the Chicago, Indianapolis & Louisville and the Chicago, Terre Haute & Southeastern railways in the Indiana limestone district to various destinations, found unreasonable to the extent that the charges collected for the preliminary services from quarries to mills and similar movements exceeded those herein found reasonable during such period. Reparation awarded.

209. Present through charges applicable to interstate movements not found unreasonable or otherwise unlawful.

Swift & Co. v. C., B. & Q. R. R. Co., 66 I. C. C. 33.

210. Rates on green salted sheep pelts, in straight carloads, and on green salted hides and green salted sheep pelts, in mixed carloads, from Denver, Colo., to St. Joseph, Mo., and Chicago, Ill., found unreasonable. Reasonable maximum rates prescribed, and reparation awarded.

Standard Oil Co. v. Director General, 66 I. C. C. 37.

211. Rates applicable during the period August 1, 1918, to January 28, 1919, on gasoline, refined oils, lubricating oils, and other petroleum products, in carloads, from Wood River and East St. Louis, Ill., Louisville, Ky., Baton Rouge, La., Savannah, Ga., and Jacksonville and Port Tampa, Fla., to points in the States of Kentucky, Mississippi, Alabama, Georgia, and Florida, found not unreasonable.

212. Complainant not shown to have been damaged by reason of any undue prejudice which may have existed. Complaint dismissed.

Nebr. Bridge Supply & Lumber Co. v. Director General, 66 I. C. C. 42.

213. Rate on cypress piling shipped in January, February, and March, 1918, from Hargrove Switch and Cardwell, Mo., to Morrilton, Ark., found unreasonable. Reparation awarded.

Omaha Packing Co. v. A., T. & S. F. Ry. Co., 66 I. C. C. 44.

214. The refusal of the defendants to unload interstate shipments of ordinary live stock from their cars into stock pens adjacent to the packing plants of the complainants, or to make the latter an allowance for unloading such shipments, while, pursuant to section 15 (5) of the interstate commerce act, performing the service of loading at point of origin or unloading at destination such live stock shipped from or to public stockyards, without charge in addition to the line-haul charges, not shown to have violated or to violate the act.

215. The assessment by the defendants of a charge, in addition to the line-haul charges, for unloading and reloading en route interstate shipments of ordinary live stock destined to the private yards adjacent to the packing plants of complainants in No. 11966, while so unloading and reloading such shipments destined to public stock-yards, without charge therefor in addition to the line-haul charges, found unduly prejudicial to the complainants and unduly preferential of their competitors whose packing plants are adjacent to public stockyards. Undue prejudice ordered removed.

216. Complaint in No. 12131, complaint in No. 11966 in so far as relating to unloading at destination, and intervening petitions in No. 11966, dismissed.

American Creosoting Co. v. Director General, 66 I. C. C. 54.

217. Finding of undue prejudice and disadvantage in original report, 61 I. C. C. 145, reversed and orders vacated, following the opinion of the Supreme Court of the United States in *C. R. R. Co. of N. J. v. United States*, decided December 5, 1921. Complaint dismissed.

Routing restrictions on lumber, 66 I. C. C. 56.

218. Proposed increased rates on lumber and forest products, in carloads, from the Hawley and Truckee groups in California and Nevada to interstate destinations east thereof found not justified. Suspended schedules ordered canceled and proceeding discontinued.

Western Petroleum Refiners Asso. v. A. & R. R. R. Co., 66 I. C. C. 58.

219. Maintenance of track-storage charges on gasoline and other articles requiring "inflammable" placards under regulations prescribed by the Commission, when held in tank cars on private tracks where the ownership of the tracks and the cars is the same, found not unreasonable or otherwise unlawful where the private tracks are described as "Railroad Premises" in a rule of defendants' tariffs. Complaint dismissed.

Domestic bill of lading and live-stock contract, 66 I. C. C. 63.

220. Rules and regulations, heretofore found reasonable in 64 I. C. C. 357, prescribing forms of uniform domestic bill of lading and uniform live-stock contract, modified in certain particulars.

Cincinnati Abattoir Co. v. Director General, 66 I. C. C. 65.

221. Rate on fresh frozen beef, in carloads, from Columbus, Ohio, to New York, N. Y., found to have been unreasonable. Reparation awarded.

So. Hardwood Traffic Asso. v. Director General, 66 I. C. C. 67.

222. Finding of undue prejudice and disadvantage in original report, 61 I. C. C. 132, reversed and orders vacated, following the opinion of the Supreme Court of the United States in *C. R. R. Co. of N. J. v. United States*, decided December 5, 1921. Complaint dismissed.

So. Hardwood Traffic Asso. v. I. C. R. R. Co., 66 I. C. C. 68.

223. Rates on hardwood lumber and forest products from points in the States of Missouri, Arkansas, Texas, Louisiana, Mississippi, Alabama, Georgia, Florida, South Carolina, North Carolina, Virginia, West Virginia, Tennessee, and Kentucky to central territory and other defined territories found unreasonable for the future to the extent shown in the report.

Salt from Louisiana mines, 66 I. C. C. 81.

224. Proposed rate on salt, in carloads, minimum 80,000 pounds, from mines in Louisiana to Chicago, Ill., St. Louis, Mo., and intermediate main-line points on the Illinois Central and Yazoo & Mississippi Valley found unlawful. Suspended schedules ordered canceled and proceeding discontinued.

Transit privileges on lumber, 66 I. C. C. 94.

225. Order suspending schedules proposing to withdraw existing transit arrangements in connection with the joint rates on lumber, in carloads, moving by way of Memphis, Tenn., or Louisville, Ky., from points on the Chicago, Rock Island & Pacific in Arkansas and Louisiana to various northern points, vacated.

Nonapplication of Group J rates, 66 I. C. C. 96.

226. Proposed definite restriction to Colorado common points and Santa Fe, N. Mex., of group J rates applicable between Pacific coast points and points in Colorado and New Mexico by way of Denver & Rio Grande Western Railroad found justified. Orders of suspension vacated and proceeding discontinued.

Iron and steel articles from Boston, 66 I. C. C. 100.

227. Proposed increased rates on iron and steel articles from Boston, Mass., and other points to Maine Central destinations found not justified. Suspended schedule ordered canceled.

Routing on coal from W. M. Ry. mines, 66 I. C. C. 103.

228. Proposed schedules by which the application of through rates on coal from certain mines on the Western Maryland Railway in connection with the Baltimore & Ohio Railroad to eastern destinations would be restricted to the route via Cumberland, Md., found not justified.

Gaynor Lumber Co. v. Director General, 66 I. C. C. 109.

229. Rates on lumber, in carloads, from Weed and Westwood, Calif., and Klamath Falls, Oreg., to Jasper, Marshall, Waverly, Litchfield, and Pipestone, Minn., and Garretson, S. Dak., found unreasonable. Reparation awarded.

230. Fourth section relief denied.

Cosden & Co. v. Director General, 66 I. C. C. 113.

231. Rates on petroleum products and other commodities, in carloads and less than carloads, between Shamrock, Okla., and certain other points in Oklahoma, during Federal control, found unreasonable. Reparation awarded.

Sullivan Lumber Co. v. Director General, 66 I. C. C. 119.

232. Charges on a carload of lumber from Timber, Oreg., to Cochise, Ariz., reconsigned to Globe, Ariz., found not unreasonable or otherwise unlawful. Complaint dismissed.

Railroad space rental charges, 66 I. C. C. 121.

233. Proposed increased "space rental" charges on domestic, export, and coast-wise shipments of cotton and cotton linters at New Orleans, La., and subports, found not justified. Suspended schedules ordered canceled.

Flanley Grain Co. v. Director General, 66 I. C. C. 126.

234. Rates on corn and oats, in carloads, from points in Iowa and South Dakota to points in North Dakota found unreasonable. Reparation awarded.

Tuffli Bros. Pig Iron & Coke Co. v. Director General, 66 I. C. C. 129.

235. Rates charged on carloads of smithing coal from Douglas, W. Va., to destinations in Iowa, Nebraska, and Wisconsin, and of coke from Jamison, Pa., to destinations in Iowa and Wyoming, found not unreasonable. Complaint dismissed.

Jerpe Commission Co. v. Director General, 66 I. C. C. 131.

236. Rates on rabbits, not dressed, in carloads, from points in Kansas and Nebraska to Chicago, Ill., Detroit, Mich., Philadelphia, Pa., and New York, N. Y., found unreasonable. Reparation awarded.

Fruits and vegetables, 66 I. C. C. 135.

237. Proposed increase in proportional rates on fruits and vegetables from the New Jersey terminals of the Erie Railroad to Duane Street, New York, N. Y., and proposed establishment of terminal charges on fruits and vegetables at Duane Street found not justified except as indicated. Suspended schedules ordered canceled without prejudice to the filing of schedules in conformity with the findings herein.

Hercules Mining Co. v. Director General, 66 I. C. C. 140.

238. Shipments of ores and concentrates, in carloads, from Burke, Idaho, to Wallace, Idaho, between June 25 and November 19, 1918, inclusive, found to have been overcharged. Reparation awarded.

239. Rate charged on similar shipments between November 20, 1918, and March 1, 1920, found applicable.

Boston Chamber of Commerce v. Director General, 66 I. C. C. 142.

240. Upon reargument of the matters covered by the former report, 59 I. C. C. 73, charges collected on carload shipments of grain consigned to points in New England or to New England gateways and subsequently reconsigned, found unreasonable. Reparation awarded.

Nye Schneider Fowler Co. v. Director General, 66 I. C. C. 145.

241. Rates on coal, in carloads, from points in Colorado, Wyoming, Kansas, and Arkansas to destinations in Iowa and Nebraska found not unreasonable. Complaint dismissed.

Romann & Bush Pig Iron & Coke Co. v. Director General, 66 I. C. C. 147.

242. Rates on smithing coal, in carloads, from mines in Pennsylvania and West Virginia, sacked at St. Louis, Mo., and forwarded to destination in western territory found not unreasonable or otherwise unlawful. Complaint dismissed.

Darling & Co. v. Director General, 66 I. C. C. 149.

243. Rates on animal tankage, in carloads, from Chicago, Ill., to Little Rock, Ark., found not unreasonable or otherwise unlawful. Complaint dismissed.

Midcontinent Equipment & Machinery Co. v. C. & A. R. R. Co., 66 I. C. C. 151.

244. Rate on steel rails, in carloads, from St. Louis, Mo., to Springfield, Ill., found unreasonable. Reasonable maximum rate prescribed for the future and reparation awarded.

Ambrose v. Director General, 66 I. C. C. 153.

245. Minimum weight applicable on fir piling, in triple carloads, from Kulshan, Wash., to Bellingham, Wash., during Federal control, found unreasonable. Reparation awarded.

American Wood Pipe Co. v. Director General, 66 I. C. C. 155.

246. Charges collected on two carloads of wooden pipe shipped from Tacoma, Wash., to Webak and Still, Oreg., found unreasonable. Reparation denied, owing to the failure of complainant to prove payment of the charges.

Union Traction Co. v. Director General, 66 I. C. C. 157.

247. Rates on bituminous coal, in carloads, from mines in the Linton group in southwestern Indiana, to destinations in Indiana northeast of Indianapolis, during Federal control, found not unreasonable. Complaint dismissed.

Oxford Paper Co. v. Director General, 66 I. C. C. 159.

248. Rates on bituminous and small sizes of anthracite coal from points in Pennsylvania and from Fairmont, W. Va., to Rumford and South Brewer, Me., found unreasonable. Reparation awarded.

Growers Rice Milling Co. v. Director General, 66 I. C. C. 165.

249. Rate collected on paddy rice, in carloads, from Citrona and Norman, Calif., to South San Francisco, Calif., during Federal control, found applicable and not unreasonable. Complaint dismissed.

Columbia Steel Co. v. Director General, 66 I. C. C. 169.

250. Rates on fire brick, in carloads, from transcontinental groups A, D, E, and J to San Francisco, Oakland, Emeryville, Pittsburg, and Anderson, Calif., found not unduly prejudicial. Complaint dismissed.

Coral Ridge Clay Products Co. v. Director General, 66 I. C. C. 172.

251. Rates on hollow building tile, in carloads, from Coral Ridge, Ky., to Charleston, S. C., found not unreasonable. Complaint dismissed.

Oyler & Son v. L. & N. R. R. Co., 66 I. C. C. 175.

252. Charges on sweet potatoes, in carloads, from McKenzie and Paris, Tenn., and on peaches, in carloads, from Woodmont and Johnson's Siding, Md., to Cincinnati, Ohio, not shown to have been based upon excessive weights or to have been otherwise unreasonable. Prayer for establishment of a basis of estimated weights denied and complaints dismissed.

Meridian Rate case, 66 I. C. C. 179.

253. Class and commodity rates between Meridian, Miss., Mobile, Selma, Montgomery, Birmingham, Demopolis, and Tuscaloosa, Ala., on the one hand, and certain points in Alabama within 200 miles of Meridian, on the other, proposed in compliance with our order in *Meridian Traffic Bureau v. S. Ry. Co.*, 60 I. C. C. 5, found justified, with certain exceptions.

New England Divisions, 66 I. C. C. 196.

254. Upon reargument findings in 62 I. C. C. 513, modified. The divisions of the joint class rates under consideration and of the similar joint commodity rates which divide on the class-rate basis, other than those in which complainant the Bangor & Aroostook Railroad Co. participates, found unjust, unreasonable, and inequitable for the future to the extent that complainants' divisions thereof shall be less than 115 per cent of their present divisions, except in cases where their present divisions are greater than the divisions accruing to defendants, in which cases the aforesaid

divisions are found unjust, unreasonable, and inequitable for the future to the extent that complainants' divisions shall be less than their present divisions plus 15 per cent of the divisions now accruing to defendants.

Nev. Public Service Com. v. A., T. & S. F. Ry. Co., 66 I. C. C. 216.

255. Rates on coal, in carloads, from the Castle Gate district in Utah and Rock Springs, Wyo., to certain points in Nevada found to be unreasonable. Reasonable rates prescribed.

West Ky. Coal Bureau v. I. C. R. R. Co., 66 I. C. C. 228.

256. On further hearing original findings in 62 I. C. C. 686, modified to permit the establishment and maintenance of a rate of not more than \$1.985 per ton on coal from western Kentucky via Thebes, Ill., to Festus and Crystal City, Mo., provided such rate is not exceeded at intermediate points.

Constructive mileage for bridge over Hudson River, 66 I. C. C. 230.

257. Proposal in respondents' distance tariff to add 100 constructive miles for crossing the Hudson River by bridge at Poughkeepsie, N. Y., found not justified. Suspended schedules ordered canceled and proceeding discontinued.

Channel Chemical Co. v. A., T. & S. F. Ry. Co., 66 I. C. C. 235.

258. Rates from Chicago, Ill., to Pacific coast terminals on O-Cedar polish in glass, boxed, and in metal cans, boxed, in carloads, and on mops, in carloads and less than carloads, found unreasonable. Reasonable rates prescribed.

259. Rates from and to the same points on mop handles, in less than carloads, found not unreasonable. Original report 55 I. C. C. 733.

Tenn. Copper Co. v. Director General, 66 I. C. C. 238.

260. Charges for the return transportation in tank cars of sulphuric-acid sediment of no commercial value, to Copperhill, Tenn., from various points, found unreasonable. Reparation awarded.

Excelsior Shook & Lumber Co. v. S. A. L. Ry. Co., 66 I. C. C. 241.

261. Demurrage charges on shipments of lumber from Lovelace, Ga., consigned to complainant at Norfolk, Va., "Belt Line delivery," and held by line-haul carrier for payment of freight charges and disposition orders before turning over to switching line, found unlawful in part. Reparation awarded.

Ault & Wiborg Co. v. Director General, 66 I. C. C. 247.

262. Rates charged on printing paper, in carloads, from Hamilton, Ohio, to Mobile, Ala., for export, found not unreasonable or unduly prejudicial. Refund of overcharge directed. Complaint dismissed.

Roundup Coal Mining Co. v. Director General, 66 I. C. C. 249.

263. Rates on coal, in carloads, from Roundup and Geneva, Mont., to destinations on the Chicago & North Western; Chicago, St. Paul, Minneapolis & Omaha; and Minneapolis & St. Louis railroads in North Dakota and South Dakota found to be unreasonable and unduly prejudicial. Reasonable and nonprejudicial rates prescribed.

Gulf States Steel Co. v. Director General, 66 I. C. C. 255.

264. Failure of defendants to move inbound and outbound cars between interchange tracks and points within complainants' plants, or to compensate complainants therefor, found not to result in payment by complainants of transportation charges which were or are unreasonable, unjustly discriminatory, or unduly prejudicial. Complaints dismissed.

Shibakawa & Co. v. P. & R. Ry. Co., 66 I. C. C. 261.

265. Rate charged on pig iron, in carloads, from Pottstown, Pa., to San Francisco, Calif., for export, found not unreasonable or unduly prejudicial. Complaint dismissed.

Grasselli Chemical Co. v. Director General, 66 I. C. C. 263.

266. Rate on roasted zinc ore, in carloads, from Canton, Ohio, to Terre Haute, Ind., found not unreasonable or otherwise unlawful. Complaint dismissed.

Clarke-Burkle & Co. v. Director General, 66 I. C. C. 265.

267. Rates on corn and oats, in carloads, from Ashland, Lexington, McLean, Rutland, Stanford, and Wenona, Ill., to Memphis, Tenn., found to have been unreasonable. Reparation denied.

Minute Tapioca Co. v. Director General, 66 I. C. C. 267.

268. Rates on tapioca in packages, in carloads, from Orange, Mass., to Los Angeles and San Francisco, Calif., Portland, Oreg., and Seattle, Wash., found unreasonable. Reparation awarded.

Mitsui & Co. v. Director General, 66 I. C. C. 269.

269. Rate on bar iron and steel, in carloads, from Terre Haute, Ind., to Seattle, Wash., for export, found not unreasonable. Complainant not shown to have been damaged as a result of any undue prejudice that may have existed. Complaint dismissed.

Citizens Coal Mining Co. v. Director General, 66 I. C. C. 271.

270. Charges on bituminous coal, in carloads, shipped from Citizens mines A and B in the Springfield, Ill., district to intrastate and interstate points during Federal control, found not unreasonable. No damage shown from any undue prejudice which may have existed. Complaint dismissed.

Standard Oil Co. v. Director General, 66 I. C. C. 274.

271. Rates on gasoline and refined oils from North Baton Rouge, La., to Guin and Carbon Hill, Ala., found unreasonable. Reparation awarded.

Amer. Agr. Chemical Co. v. Director General, 66 I. C. C. 277.

272. Rates on sulphuric acid, in tank-car loads, from Charlotte, N. C., to Greensboro, N. C., and Columbia, S. C., during Federal control, found unreasonable. Reparation awarded.

Hilb & Bauer v. Director General, 66 I. C. C. 279.

273. Charges applicable on scrap iron, in carloads, between points within the switching limits of Cincinnati, Ohio, and Andrews, Ky., found unreasonable. Reparation awarded.

Morris & Co. v. Director General, 66 I. C. C. 282.

274. Rates on hogs, in carloads, in single-deck cars, from Kansas City, Mo.-Kans., and St. Joseph, Mo., to Oklahoma City, Okla., found to have been and to be unreasonable. Reparation awarded and reasonable rates for the future prescribed.

Beaver Sand Co. v. Director General, 66 I. C. C. 285.

275. Complainants' prayer for the establishment of through rates and joint rates to and from their plants at Beaver, Pa., in connection with the Beaver Valley Railroad and defendant trunk lines denied, and combination rates in effect to and from complainants' plants found not unreasonable or unduly prejudicial. Complaint dismissed.

Du Pont de Nemours & Co. v. Director General, 66 I. C. C. 291.

276. Rates on mixed or nitrating acid, in tank-car loads, from Hopatcong and Haskell, N. J., to Arlington, N. J., during Federal control, found unreasonable. Reparation awarded.

Fairmont & Cleveland Coal Co. v. Director General, 66 I. C. C. 293.

277. Rates on bituminous coal, in carloads, from Hood mine, South Rivesville, W. Va., to destinations in New York and New Jersey, found not unreasonable. Complaint dismissed.

Standard Asphalt & Refining Co. v. Director General, 66 I. C. C. 295.

278. Tank-car load of lubricating oil shipped during Federal control from Independence to Eldorado, Kans., found not misrouted. Rate charged found not unreasonable, and no damage shown by reason of the undue prejudice alleged. Complaint dismissed.

Weaver Bros. Lumber Co. v. Director General, 66 I. C. C. 297.

279. Rates on lumber, in carloads, from Preston and Logansport, La., to Eastland and Ranger, Tex., found unreasonable. Reparation awarded.

Providence Fruit & Produce Exch. v. Director General, 66 I. C. C. 300.

280. Charges collected on cabbage in crates, in carloads, shipped from Coleman, Fla., to Providence, R. I., and rules for arriving at such charges found not unreasonable or otherwise unlawful. Complaint dismissed.

Phoenix Refining Co. v. A., T. & S. F. Ry. Co., 66 I. C. C. 303.

281. Shipments of secondhand pipe from Howard, Kans., to Anadarko, Okla., found to have been misrouted. Reparation awarded.

Williams & Co. v. Director General, 66 I. C. C. 305.

282. Rate applicable on two carloads of canned tomatoes shipped from Greenwich, N. J., to Pier 28, New York City, during October, 1918, found not unreasonable, unjustly discriminatory, or unduly prejudicial. Complaint dismissed.

Florida Citrus Exch. v. Director General, 66 I. C. C. 307.

283. Charges collected during Federal control on citrus fruit, in field boxes, and on returned empty field boxes, moved intrastate in Florida, found not unreasonable. Complaint dismissed.

Champlin v. Director General, 66 I. C. C. 309.

284. Rates on self-rising compound flour, in carloads, from Cortland, N. Y., to points in official territory found not unreasonable or otherwise unlawful. Complaint dismissed.

Ore Carrying Corp. v. C. R. R. Co. of N. J., 66 I. C. C. 311.

285. Complainant found to be a common carrier subject to the interstate commerce act which may lawfully receive from its trunk-line connections divisions of joint interstate rates, under appropriate tariffs, such divisions to be reasonable.

Standard Asphalt & Refining Co. v. Director General, 66 I. C. C. 313.

286. Shipment of a tank-car load of kerosene from Independence, Kans., to Sheffield, Iowa, reconsigned to Minneapolis, Minn., found to have been overcharged. Refund directed and complaint dismissed.

Roth Tobacco Co. v. St. L.-S. F. Ry. Co., 66 I. C. C. 314.

287. Combination rates applied on unmanufactured or leaf tobacco in hogsheads, any quantity, and in bulk, in carloads, from certain points in Kentucky, Tennessee, and Indiana to Cape Girardeau, Mo., found unreasonable and unduly prejudicial. Reasonable joint rates prescribed and reparation awarded.

Corinth Grocery Co. v. M. & O. R. R. Co., 66 I. C. C. 320.

288. Class rates from Corinth, Miss., to points in Tennessee between Corinth and Jackson, Tenn., found unreasonable and unduly prejudicial to Corinth and its shippers, as compared with class rates to the same points from Jackson. Reasonable maximum rates prescribed and undue prejudice ordered removed.

Parkersburg Rig & Reel Co. v. T. & P. Ry. Co., 66 I. C. C. 327.

289. Rates on yellow-pine lumber, in carloads, from Ranger, Tex., to Duncan, Tulsa, and Walters, Okla., found unreasonable. Reasonable maximum rates prescribed and reparation awarded.

State of Idaho v. Director General, 66 I. C. C. 330.

290. The maintenance of interstate rates on commodities, the rates on which are blanketed, from and to points on the Wilder and Murphy branches of the Oregon Short Line, higher than the rates contemporaneously maintained from and to Nampa, Emmett, and Boise, Idaho; and maintenance of rates stated upon a graded basis from and to points on these branches higher than from and to points for like distances on the Emmett and Boise branches; not found unreasonable but found unduly prejudicial. Undue prejudice ordered removed.

291. Rates to and from points on the line of the Caldwell Traction Co. from and to interstate destinations not found unreasonable or unduly prejudicial.

Clinton Paving Brick Co. v. Director General, 66 I. C. C. 338.

292. Rates on mine-run bituminous coal, in carloads, from certain mines in the Clinton and Brazil districts in Indiana to complainants' plants at Clinton, Locan, Mount Silica, and Brazil, Ind., during Federal control, found unreasonable. Reparation awarded.

Cancellation of class rates, 66 I. C. C. 347.

293. Proposed cancellation of joint class rates between New York, New Haven & Hartford stations and Bay Ridge, Bath Junction, Parkville, Vanderveer Park, and East New York, N. Y., found not justified. Suspended schedules ordered canceled and proceeding discontinued.

Intrastate rates within Illinois, 66 I. C. C. 350.

294. Intrastate rates and charges of electric railroads and of certain short-line steam railroads in Illinois found to be unduly preferential of intrastate traffic and shippers and localities within the state, unduly prejudicial to interstate traffic and shippers

and localities outside the state, and to discriminate unjustly against interstate commerce. Rates and charges prescribed which will remove such preference, prejudice, and discrimination. Previous reports, 59 I. C. C. 350, and 60 I. C. C. 92.

Jackson v. St. L.-S. F. Ry. Co., 66 I. C. C. 359.

295. Divisions of joint rates on certain traffic moving between stations on the Chicago & Eastern Illinois Railroad and stations on the St. Louis-San Francisco Railway via Chaffee, Mo., found unreasonable and inequitable. Reasonable and equitable divisions prescribed.

La Crosse Shippers' Asso. v. A. A. R. R. Co., 66 I. C. C. 371.

296. Finding in *The Wisconsin Rate cases*, 44 I. C. C. 602, as to class rates from La Crosse, Wis., to points in New England, trunk line, and central territories adhered to on further hearing.

United Verde Extension Mining Co. v. U. V. & P. Ry. Co., 66 I. C. C. 377.

297. Finding in original report, 57 I. C. C. 300, reversed. Rates on coal from Dawson, N. Mex., to Clarksdale and Jerome, Ariz., found to have been and to be unreasonable. Reasonable rates prescribed and reparation awarded.

Barrett Co. v. Director General, 66 I. C. C. 381.

298. Import rate on nitrate of soda, in carloads, from Port Richmond, Philadelphia, Pa., to Frankford, Philadelphia, during Federal control, found unreasonable. Reparation awarded.

Acid from Hillsboro, 66 I. C. C. 383.

299. Findings in original report, 60 I. C. C. 583, that increases in rates on acid n. o. i. b. n., in tank-car loads, from Hillsboro, Ill., to certain Ohio River crossings were justified, modified on further hearing.

Natchez Chamber of Commerce v. L. & A. Ry. Co., 66 I. C. C. 386.

300. Orders of August 12, 1920, and August 11, 1921, prescribing reasonable rates on commodities between Natchez and Vicksburg, Miss., and points in western Louisiana and requiring the removal of undue prejudice and undue preference, vacated.

Macgowan Coffee Co. v. I. C. R. R. Co., 66 I. C. C. 389.

301. Rates on green coffee, in carloads, from New Orleans, La., to Jackson, Miss., found not unreasonable prior to January 28, 1920, but unreasonable on and after that date. Reparation awarded and reasonable rates for the future prescribed.

Amer. Wholesale Lumber Asso. v. Director General, 66 I. C. C. 393.

302. Charge of \$10 per day on cars of lumber held for reconsignment beyond 48 hours after 7 a. m. of day following notice of arrival found not to have been unreasonable or otherwise unlawful. However, under present conditions with a great number of idle freight cars, and an entire absence of congestion throughout the country, the charge is, and while present conditions continue will be, unreasonable.

303. Reductions proposed by the Chicago, Peoria & St. Louis in reconsignment charges on lumber found not justified and its suspended schedules ordered canceled. Other suspended schedules found justified.

Swift & Co. v. Director General, 66 I. C. C. 409.

304. Carload rates on pulled wool in the grease, in machine-pressed bales, from Chicago, Ill., to points in trunk line territory and New England found unreasonable. Rates not exceeding the contemporaneous rule 26 rates, minimum 32,000 pounds, prescribed for the future. Proportional rates and minima from Mississippi River crossings found not unreasonable. Reparation denied.

Tanners' Council v. Director General, 66 I. C. C. 415.

305. Rate charged on imported pickled sheepskins, in carloads, from Pacific coast ports to Atlantic seaboard destinations found to have been applicable, but unreasonable. Reparation awarded.

Chevalier v. Director General, 66 I. C. C. 421.

306. Rate on manganese ore, in carloads, from First Ford, Va., to Pittsburgh and Sharpsburg, Pa., found unreasonable. Reparation awarded.

Stoppage of goods in transit, 66 I. C. C. 423.

307. Proposed rule governing stoppage of goods in transitu found not justified. Suspended schedules ordered canceled.

Western Petroleum Refiners Asso. v. Director General, 66 I. C. C. 426.

308. Reasonable maximum rates prescribed on petroleum and its products from the Burkburnett and Ranger groups in Texas and from Shreveport, La., to Kansas City and St. Louis, Mo., and other points.

Mulkey Salt Co. v. Director General, 66 I. C. C. 441.

309. Former report, 61 I. C. C. 669, finding shipments of salt, in carloads, from Detroit, Mich., to points in Virginia and Tennessee to have been misrouted, and awarding reparation, modified in part. Former order rescinded.

General Chemical Co. v. Director General, 66 I. C. C. 443.

310. Rate charged on bauxite ore, in carloads, from Republic, Ga., to Chicago Heights, Ill., found not unreasonable or otherwise unlawful. Complaint dismissed.

Armour & Co. v. D., L. & W. R. R. Co., 66 I. C. C. 445.

311. Rates on fresh meat, in carloads, from freezer to plant at Jersey City, N. J., during Federal control found unreasonable. Reparation awarded.

Cancellation of class rates from Indiana, 66 I. C. C. 449.

312. Proposed cancellation of joint rates from Indianapolis, Ind., over the Terre Haute, Indianapolis & Eastern Traction Co. and the Dayton & Western Traction Co. to points on the Indiana, Columbus & Eastern Traction Co. east of Dayton, Ohio, and points beyond on connecting lines found not justified.

313. Proposed cancellation of joint rates from points on the Interstate Public Service Co. and connecting lines to points on the Indiana, Columbus & Eastern Traction Co. and points beyond found not justified.

314. Suspended schedules ordered canceled and proceeding discontinued.

Cooke v. C., B. & Q. R. R. Co., 66 I. C. C. 452.

315. Complaint praying for the issuance of an order under paragraph (21) of section 1 of the interstate commerce act requiring the Chicago, Burlington & Quincy Railroad Co. to extend its line from Ericson to Chambers, Nebr.: *Held*, That the proposed extension is not reasonably required in the interest of public convenience and necessity. Complaint dismissed.

Reduced rates on coal to Kansas City, 66 I. C. C. 457.

316. Proposed reductions in interstate rates on coal from mines in the Springfield, Ill., district served by the Chicago & Alton, and from mines in the southwestern field located in Missouri, Kansas, Oklahoma, and Arkansas to Kansas City, Mo.-Kans., and intermediate points found not justified. Suspended schedules ordered canceled.

Reeves Coal & Dock Co. v. Director General, 66 I. C. C. 469.

317. Charges applicable for the transportation of a carload of lump coal from Hillsboro, Ill., to Elroy, Wis., reconsigned to Wausau, Wis., found not unreasonable or otherwise unlawful. Complaint dismissed.

Standard Oil Co. v. Director General, 66 I. C. C. 472.

318. Rates applicable on gasoline, in tank-car loads, from points in Texas and Oklahoma to Brawley and Calipatria, Calif., and from Greybull, Wyo., to Klamath Falls, Oreg.; and on wrought-iron pipe, in carloads, from McKeesport, Pa., to Taft, Calif., found not unreasonable or otherwise unlawful. Shipments found overcharged. Refund of overcharges directed and complaint dismissed.

Ark. Jobbers & Mfrs. Asso. v. Director General, 66 I. C. C. 475.

319. Local rates on grain and grain products in carloads, from St. Louis, Mo., and from Cairo and Thebes, Ill., to certain points in Arkansas found unduly prejudicial. Nonprejudicial rates prescribed.

Minnesota By-Product Coke Co. v. Director General, 66 I. C. C. 480.

320. Carload rates on coke from St. Paul, Minn., to points in South Dakota, Iowa, Illinois, Wisconsin, and Michigan found to be unreasonable and unduly prejudicial. Maximum bases of rates prescribed. Reparation denied.

321. Minnesota intrastate rates on anthracite coal not shown to have been an appropriate measure of the rates on coke from St. Paul to Minnesota points during the period of Federal control.

Belber Trunk & Bag Co. v. W. J. & S. R. R. Co., 66 I. C. C. 490.

322. Class and commodity rates to and from Woodbury, N. J., found not to be unreasonable, unduly prejudicial, or unjustly discriminatory. Complaint dismissed.

Iola Cement Mills Asso. v. Director General, 66 I. C. C. 495.

323. Rates on cement, in carloads, from points in the Kansas gas belt and from Dewey, Okla., to points in Nebraska, South Dakota, Wyoming, Iowa, and Missouri found unreasonable. Reparation awarded.

324. Intrastate rates, during Federal control, on cement, in carloads, between points in Kansas, found not unreasonable or otherwise unlawful.

Du Pont de Nemours & Co. v. Director General, 66 I. C. C. 501.

325. Import rate on nitrate of soda, in carloads, from Tacoma, Wash., to Ramsay, Mont., found not unreasonable and present rate not unduly prejudicial. Complainant not shown to have been damaged by reason of any undue prejudice which may have existed during Federal control. Complaint dismissed.

Buckland v. Director General, 66 I. C. C. 503.

326. Rates on slag, in carloads, from Emaus, Pa., to West Collingswood, N. J., found unreasonable. Reparation awarded.

City of Aberdeen v. Director General, 66 I. C. C. 505.

327. Rates on coal-tar pitch, in barrels, in carloads, and coal tar, in tank-car loads, from Minneapolis, Minn., to Aberdeen, S. Dak., found unreasonable. Reasonable rates prescribed for the future, and reparation awarded.

Wofford Oil Co. v. Director General, 66 I. C. C. 509.

328. Rates on gasoline, in tank-car loads, from Mereaux and North Baton Rouge, La., to Birmingham and Alabama City, Ala., found not unreasonable or otherwise unlawful. Complaint dismissed.

Indiana P. S. Commission v. A., T. & S. F. Ry. Co., 66 I. C. C. 512.

329. Class and commodity rates from points in Indiana to St. Paul and Minneapolis, Minn., which are higher than from points in Illinois and points on the west bank of the Mississippi River in Iowa and Missouri, found unreasonable and unduly prejudicial to the extent herein indicated.

Ball Bros. Glass Mfg. Co. v. Director General, 66 I. C. C. 523.

330. Rates on glass fruit jars, fruit-jar tops, and jelly glasses from Muncie, Ind., to points in Wisconsin and Minnesota found to be unduly prejudicial to Muncie and preferential of Hillsboro, Ill. Basis for the establishment of nonprejudicial rates prescribed for the future.

Nashville Traffic Bureau v. Director General, 66 I. C. C. 529.

331. Rates on coal, in carloads, from Tennessee mines served by the Tennessee Central to Nashville, Tenn., in effect from June 25, 1918, to October 28, 1919, inclusive, and from western Kentucky mines served by the Louisville & Nashville in effect from June 25, 1918, to November 6, 1919, inclusive, found unreasonable to the extent that they exceeded the subsequently established rate of \$1.20 per net ton. Reparation awarded.

332. Rates on coal, in carloads, from western Kentucky mines served by the Louisville & Nashville to Clarksville in effect from June 25, 1918, to October 9, 1919, inclusive, found unreasonable to the extent that they exceeded a rate of \$1.20 per net ton.

Mass. Oil Refining Co. v. B. & A. R. R. Co., 66 I. C. C. 535.

333. Fore River Railroad Corporation found to be a common carrier. Rates on petroleum and petroleum products and fuel oil, in carloads, from complainant's refinery to destinations in the New England States, found unreasonable and unduly prejudicial, and reasonable joint rates prescribed. Reparation awarded.

Baumont Chamber of Commerce v. A. & W. Ry. Co., 66 I. C. C. 544.

334. The relief here sought was afforded under *Iron and Steel Articles from Galveston and Houston*, 61 I. C. C. 270. Complaint dismissed.

Keokuk & Hamilton Bridge Co. v. W. Ry. Co., 66 I. C. C. 545.

335. Complaint asking us to prescribe reasonable compensation for the use by defendants of complainant's bridge across the Mississippi River, and to require the movement of defendants' traffic via that bridge, dismissed for want of jurisdiction.

Schaefer v. L. V. R. R. Co., 66 I. C. C. 549.

336. Demurrage charges assessed for detention at Townley, N. J., of carload shipments of hay found illegal as to shipments ordered reconsigned to New York Harbor points; and found unreasonable on certain shipments ordered reconsigned to destinations, other than New York Harbor points, subsequent to removal of embargoes. Reparation awarded.

Carnation Milk Products Co. v. Director General, 66 I. C. C. 553.

337. Period within which claims may be presented for the cancellation or refunding of demurrage charges assessed or collected on account of bunching of cars for unloading or reconsigning at stations on the Great Northern found not unreasonable.

Botany Worsted Mills v. Director General, 66 I. C. C. 556.

338. Rates on wool in the grease, in carloads, from Boston and East Boston, Mass., to Passaic, Dundee, Clifton, and Garfield, N. J., found not unreasonable or unduly prejudicial. Complainants not shown to have been damaged by reason of any undue prejudice or preference that may have existed. Complaint dismissed.

Carney v. Director General, 66 I. C. C. 560.

339. Bituminous coal, in carloads, from mines in Indiana to Chicago, Ill., found misrouted. Complainant found not to be the real party in interest and reparation denied.

Choate Oil Corp. v. Director General, 66 I. C. C. 562.

340. Combination rates on fuller's earth, in carloads, from Midway, Quincy, and Ellenton, Fla., to Oklahoma City, Okla., found unreasonable and unduly prejudicial. Reparation awarded.

341. Fourth section relief denied.

Standard time zone investigation, 66 I. C. C. 566.

342. Orders defining limits of United States standard eastern and central time zones, 51 I. C. C. 273, and 53 I. C. C. 208, modified in part.

Cancellation of rates on wooden paving-block material, 66 I. C. C. 569.

343. Proposed cancellation of specific rates on wooden paving-block material from points in Alabama, Florida, and Georgia to Norfolk and other points found justified. Order of suspension vacated.

Minnesota & Ontario Paper Co. v. N. P. Ry. Co., 66 I. C. C. 571.

344. Rates on certain kinds of paper and paper articles, in carloads, from points in Wisconsin, Minnesota, and Michigan to destinations in the West, Southwest, and Mississippi Valley, found unreasonable and unduly prejudicial. Reasonable rates and relationships prescribed.

345. Rates from certain other points in Indiana, Illinois, Missouri, and Kansas to Oklahoma City and Okmulgee, Okla., and Wichita, Kans., found unreasonable. Reasonable rates prescribed and reparation awarded.

346. Order in 61 I. C. C. 709, as modified in 64 I. C. C. 33, rescinded.

Midland Coal Co. v. M. V. R. R. Co., 66 I. C. C. 588.

347. Rates on coal, in carloads, from Williams, Okla., to Kansas City, Mo., found unreasonable. Reparation awarded.

Hyre-Price Live Stock Co. v. M., K. & T. Ry. Co., 66 I. C. C. 591.

348. Reparation on carload shipments of live stock from Gould and Hollis, Okla., and from Dodsonville and Wellington, Tex., to Wichita, Kans., denied and complaint dismissed.

Albers Bros. Milling Co. v. Director General, 66 I. C. C. 593.

349. Complainant not shown to have been damaged by alleged unjustly discriminatory and unduly prejudicial rates charged on carload shipments of grain and grain products between Oakland, Calif., and points in California. Complaint dismissed.

Brenner Lumber Co. v. Director General, 66 I. C. C. 595.

350. Rates charged on lumber, in carloads, from Alexandria, La., to points in California, Washington, Oregon, and British Columbia, found to have been applicable. Tariff offering lower basis of rates found to have violated section 6 of the act. Reparation awarded.

Gilmore v. M., K. & T. Ry. Co., 66 I. C. C. 599.

351. Rates applicable on lumber, in carloads, from Burkburnett, Tex., to Bristow and Slick, Okla., via Denison, Tex., and to Commerce, Okla., via Frederick, Okla., found not unreasonable. Refund of overcharges directed.

352. Rates applicable on lumber, in carloads, from Burkburnett to Bristow and Slick via Frederick, found unreasonable. Collection of undercharges waived. Complaint dismissed.

Wofford Oil Co. v. Director General, 66 I. C. C. 601.

353. Rate on gasoline, in tank-car loads, from Bryanmound, Tex., to Birmingham, Ala., found unreasonable. Reparation awarded.

National Supply Co. v. C., B. & Q. R. R. Co., 66 I. C. C. 604.

354. Rates on coke, in carloads, from Terre Haute, Ind., to Coburg and Fontanelle, Iowa, and Adams, Nebr., found not unreasonable or otherwise unlawful. Complaint dismissed.

Boise Gas Light & Coke Co. v. Director General, 66 I. C. C. 607.

355. Rates on run-of-mine coal from Sunnyside, Utah, to Boise, Idaho, found not unreasonable or otherwise unlawful. Complaint dismissed.

Standard Asphalt & Refining Co. v. Director General, 66 I. C. C. 611.

356. Rates on gasoline, in tank-car loads, from Big Heart and Turley, Okla., to Independence, Kans., found unreasonable. Reparation awarded.

Buhler Mill & Elevator Co. v. Director General, 66 I. C. C. 613.

357. Rates charged on shipments of flour and grain products milled at Buhler, Kans., from wheat originating in Oklahoma and Kansas and shipped to eastern points, found applicable and not unreasonable. Complaint dismissed.

Swift & Co. v. Director General, 66 I. C. C. 615.

358. Rates on fertilizer, in bags, in carloads, from Cleveland to Minford, Ohio, during Federal control, found unreasonable. Reparation awarded.

Chevrolet Motor Co. v. Director General, 66 I. C. C. 617.

359. Rates on auto-body woodwork, knocked down, in carloads, from St. Louis, Mo., to Fort Worth, Tex., found unreasonable. Reparation awarded.

Alter v. Director General, 66 I. C. C. 619.

360. Rates published by carriers pursuant to our orders in *Interior Iowa Cases*, 46 I. C. C. 39, found not unreasonable or unduly prejudicial. Complaint dismissed.

Central Illinois Light Co. v. Director General, 66 I. C. C. 624.

361. Rates on bituminous coal, in carloads, from mines in the Springfield district, and in the Peoria County and Fulton County groups, in Illinois, to Peoria, Ill., during Federal control, found not unreasonable. Complaints dismissed.

International Nickel Co. v. Director General, 66 I. C. C. 627.

362. Rate charged on blister copper, in carloads, from Port Colborne, Ontario, Canada, to Constable Hook and Chrome, N. J., found unreasonable. Reparation awarded.

N. W. Steel Co. v. C., B. & Q. R. R. Co., 66 I. C. C. 633.

363. Rates on rough steel shafting in carloads from Camden, N. J., Buffalo, N. Y., Titusville and Nicetown, Pa., and Gary, Ind., to Portland, Oreg., and Tacoma, Wash., found unreasonable. Reparation awarded.

Krauss Bros. Lumber Co. v. Director General, 66 I. C. C. 637.

364. Demurrage and reconsignment charges assessed on carload shipments of lumber reconsigned at Meridian, Miss., Jackson and Chattanooga, Tenn., found illegal. Reparation awarded.

Cottonseed cake, meal, and oil, 66 I. C. C. 640.

365. Proposed increased rates on cottonseed and other vegetable cakes, meals, and oils, in carloads, from the Southwest to certain Mississippi and Ohio River cities and points north and east thereof found not justified.

366. Proposed increased rates on the same commodities from the Southwest to certain points in the western territory found justified.

Amer. Agr. Chemical Co. v. Director General, 66 I. C. C. 650.

367. Rate applicable on cottonseed cake, in carloads, from Savannah, Ga., to Alexandria, Va., found unreasonable. Reparation denied. Complaint dismissed.

Deposit for live-poultry car, 66 I. C. C. 653.

368. Proposed schedules which would require a deposit of \$10 for each live-poultry car ordered found not justified in part and ordered canceled without prejudice to the filing of new schedules modified in accordance with suggestions in the report.

Chicago Roller Co. v. Director General, 66 I. C. C. 657.

369. Official and western classification ratings on old printer's rollers and printer's roller cores not found unreasonable or otherwise unlawful. Complaint dismissed.

British Shoe Machinery Co. v. Pa. R. R. Co., 66 I. C. C. 661.

370. Domestic demurrage charges accruing at Baltimore, Md., on eight cars of tack plate shipped from Vandergrift, Pa., to Baltimore, for export, but reconsigned to New York, N. Y., or Philadelphia, Pa., and exported from those ports, found not unreasonable or otherwise unlawful. Complaint dismissed.

Dutton Co. v. Director General, 66 I. C. C. 663.

371. Rate on imported kapok, in carloads, from San Francisco, Calif., to Chicago, Ill., New York, N. Y., and Boston, Mass., found unreasonable. Reparation awarded.

Hipolite Co. v. A., C. & Y. Ry. Co., 66 I. C. C. 666.

372. Present classification ratings on hipolite found not unreasonable. Former any-quantity ratings of first class in official and second class in western and southern classifications found unreasonable, as applied to carload shipments, to the extent that they exceeded third class. Reparation awarded.

Fort Wayne Paper Co. v. Director General, 66 I. C. C. 669.

373. Charges collected on box board, in carloads, from Hartford City to Fort Wayne, Ind., during Federal control, found not unreasonable or otherwise unlawful. Complaint dismissed.

Carney v. Director General, 66 I. C. C. 671.

374. Rates on bituminous coal, in carloads, from points in Indiana and Illinois to Chicago, Ill., during Federal control, found not unreasonable or otherwise unlawful. Complaint dismissed.

Agate Products Co. v. Director General, 66 I. C. C. 674.

375. Rates on less-than-carload shipments of agate bowlders in barrels and boxes from points in Montana to San Francisco, Calif., found not unreasonable, but rates on similar shipments in bags found unreasonable. Reparation awarded.

Chevrolet Motor Co. v. Director General, 66 I. C. C. 677.

376. Third-class rates charged on shipments of automobile jacks, in less than carloads, from Ashland, Ohio, and Joliet, Ill., to Oakland (Melrose), Calif., since January 4, 1918, found applicable and not unreasonable or unjustly discriminatory. Complaint dismissed.

West Coast Grocery Co. v. Director General, 66 I. C. C. 679.

377. Charges on carload shipments of dried fruits from Fresno and other California points to Tacoma, Wash., found not unreasonable or unjustly discriminatory. Complaint dismissed.

General Porcelain Co. v. Director General, 66 I. C. C. 681.

378. Rate on feldspar, in carloads, from Wilmington, Del., to Parkersburg, W. Va., found not unreasonable or otherwise unlawful. Complaint dismissed.

Capital Warehouse Co. v. Director General, 66 I. C. C. 683.

379. Collection of charges for switching at Indianapolis, Ind., carload shipments of sisal stored in transit at Indianapolis, found illegal. Reparations awarded.

Export bill of lading, 66 I. C. C. 687.

380. Certain conditions in part II of the through export bill of lading, heretofore prescribed by the Commission in 64 I. C. C. 347, modified in certain particulars in the light of further hearing upon recommendations made by the United States Shipping Board.

Construction and repair of railway equipment: Pa. R. R. Co., 66 I. C. C. 694.

March 10, 1920, upon the resumption of corporate control and operation, the Pennsylvania Railroad Company awarded to the Baldwin Locomotive Works a contract for the repair of 200 locomotives, while maintaining shops on its own line for such work. Upon investigation it appears—

381. That the cost to respondent was over \$3,000,000 in excess of the cost at which the work might have been done in its own shops, and included work paid for twice in some instances.

382. That respondent could have done the work in its own shops within a reasonable time by an appropriate coordination of efforts and reasonable added exertion.

Construction and repair of railway equipment: A. C. L. R. R. Co., 66 I. C. C. 727.

383. Contracts negotiated by the Atlantic Coast Line Railroad Company in 1920 for the repair of 30 of its locomotives by the Baldwin Locomotive Works, although based upon excessive costs, not found, in the circumstances disclosed, to have been unwarranted.

Construction and repair of railway equipment: N. Y. C. R. R. Co., 66 I. C. C. 732.

Under contracts negotiated in the early months and in the summer of 1920 with certain locomotive construction companies, 195 locomotives of the New York Central Railroad Company were sent to the contract shops for classified repairs. Upon investigation it appears—

384. That the cost to respondent was in the neighborhood of \$3,000,000 in excess of the cost of similar work in its own shops.

385. That respondent could have repaired at least the greater number of the locomotives in its own shops within the time in which the contract work was done.

Tallulah Cotton Oil Co. v. A. & V. Ry. Co., 66 I. C. C. 755.

386. Rates on cork waste and ground cork, in mixed carloads, and on nails in bags and in kegs, in less than carloads, from Beaver Falls, Pa., to Tallulah, La., found unreasonable. Reparation awarded.

Window glass from Kansas, 66 I. C. C. 757.

387. Proposed increased rate on window glass, in carloads, from Kansas and Oklahoma points to Sioux Falls, S. Dak., found not justified. Suspended schedules ordered canceled.

Armour & Co. v. Director General, 66 I. C. C. 760.

388. Charges on frozen beef livers, in carloads, from the float bridge of the Lehigh Valley Railroad at Jersey City, N. J., to pier A, Jersey City, for export, found unreasonable. Reparation awarded.

Gulf City Mfg. Co. v. Director General, 66 I. C. C. 763.

389. Rate on oyster shells, in carloads, from Apalachicola, Fla., to Mobile, Ala., found unreasonable. Damage to complainant not established. Complaint dismissed.

In the matter of the construction of the word "deficit," 66 I. C. C. 765.

390. The word "deficit," as used in paragraph (a) of section 204 of the transportation act, 1920, means a deficiency or decrease in a carrier's railway operating income for that portion (as a whole) of the period of Federal control during which it operated its own railroad as compared with its average railway operating income for the corresponding portions of the test period.

NOTE: 67 I. C. C. is confined exclusively to finance reports.

Coal from Illinois mines, 68 I. C. C. 1.

391. Reduced rates on bituminous coal from mines on the Missouri Pacific Railroad in southern Illinois to destinations in Arkansas, Louisiana, and Texas, found not unjustly discriminatory, or unduly preferential or prejudicial. Orders of suspension canceled, and proceeding discontinued.

Reparation as relating to increase of rates, 68 I. C. C. 5.

392. Whether reparation should be awarded on the same basis in respect of transportation during Federal control before and after June 25, 1918, depends upon the facts of record in each case.

Standard Rail & Steel Co. v. L. & N. R. R. Co., 68 I. C. C. 9.

393. Rate charged on two carloads of old rails from LaFayette, Ind., to Mobile, Ala., found unreasonable. Reparation awarded.

394. Fourth section relief denied.

Sun Co. v. Director General, 68 I. C. C. 11.

395. The Delaware River & Union Railroad found not to be a common carrier subject to the interstate commerce act.

396. Defendants' failure to perform, or to make an allowance for the service of spotting cars at points of loading and of unloading within complainant's plant found not to have been unreasonable, unjustly discriminatory, or unduly prejudicial. Complaint dismissed.

Marion & Eastern R. R. Co. v. C. & E. I. R. R. Co., 68 I. C. C. 17.

397. Divisions accorded complainant out of joint rates on coal from mines on its line to points in Iowa, Wisconsin, and Nebraska, not found unjust, unreasonable, inequitable, or unjustly discriminatory. Complaint dismissed.

Express class rates between United States and Canada, 68 I. C. C. 20.

398. Class rates proposed by the American Railway Express Company for application to traffic between points in the United States and points in Canada found justified in so far as they affect the charges or divisions accruing for that part of the transportation between points in the United States and the international boundary.

Texas intrastate rates, 68 I. C. C. 25.

399. Original order herein, 60 I. C. C. 421, modified so as to exclude from its provisions the rates on refined sugar, in carloads, from Sugarland, Tex., to Texas common points.

Coal from Kentucky, Tennessee, and West Virginia mines, 68 I. C. C. 29.

400. Proposed reduced rates on bituminous coal from points on the Chesapeake & Ohio Railway in eastern Kentucky and West Virginia, and consequent proposed reduced rates on the same commodity from districts in northern Tennessee, eastern Kentucky, and southwestern Virginia on the Louisville & Nashville Railroad to points west of Louisville, Ky., on the St. Louis division of the Southern Railway in Indiana and Illinois, and to St. Louis, Mo., found justified. Orders of suspension vacated.

Decker & Sons v. Director General, 68 I. C. C. 34.

401. Rates on fresh meats and packing-house products, in straight or mixed carloads, from Mason City, Iowa, to Minneapolis, Minn., found not unduly prejudicial.

402. Rate on packing-house products from Mason City to Duluth, Minn., found unduly prejudicial to the extent that it exceeds the rates contemporaneously in effect from Chicago, Ill., and Milwaukee and Cudahy, Wis., to the same destination, and to the extent that it exceeds the rate contemporaneously in effect from St. Paul, Minn., by more than 15 cents. Undue prejudice ordered removed and reparation denied.

403. Fourth section relief denied.

Carnie-Goudie Mfg. Co. v. A., T. & S. F. Ry. Co., 68 I. C. C. 40.

404. Rates and ratings on tents, in carloads, from certain Army camps and supply bases to Kansas City, Mo., found not unreasonable or otherwise unlawful. Complaints dismissed.

Armour & Co. v. Wabash Ry. Co., 68 I. C. C. 43.

405. Rate on fresh meats, in straight or mixed carloads, from Chicago, Ill., to Gary, Ind., found unreasonable. Reparation awarded.

Healy & Co. v. Director General, 68 I. C. C. 45.

406. Rate applicable on stock cattle, in carloads, from Kansas City, Mo., to Oklahoma City, Okla., found unreasonable. Defendants directed to waive collection of undercharges. Complaint dismissed.

Divisions of joint rates and fares on M. & N. A. R. R. Co., 68 I. C. C. 47.

407. Divisions of joint freight rates accorded the Missouri & North Arkansas Railroad Co. found to be unjust, unreasonable, and inequitable. Just, reasonable, and equitable divisions prescribed, effective March 1, 1922.

Elimination of routing on lumber, 68 I. C. C. 71.

408. Proposed cancellation of joint rates on lumber and articles taking the same rates, in carloads, from points on the Spokane, Portland & Seattle to destinations in Montana, Idaho, Utah, and east on the Union Pacific system and connections, found not justified except as to points of origin west of Vancouver, Wash. Suspended schedules ordered canceled without prejudice to the filing of schedules in conformity with the findings herein.

Rates from Chicago, via Panama Canal, 68 I. C. C. 74.

409. Proposed proportional rates, representing reductions, from Chicago and related points to South Atlantic and Gulf ports for application on traffic destined to the Pacific coast by steamship lines operating through the Panama Canal found justified. Order of suspension vacated.

Roxana Petroleum Co. v. Director General, 68 I. C. C. 77.

410. Rates on refined petroleum oils, in tank-car loads, from Cushing, Pemeta, Oilton, and Blackwell, Okla., to Little Rock, Ark., found unreasonable. Reparation awarded. Maximum reasonable rates prescribed. Original report in No. 10498, 55 I. C. C. 607, affirmed.

New Bedford Board of Commerce v. Director General, 68 I. C. C. 85.

411. Rate charged on cotton yarns from New Bedford Wharf, Mass., to Pier 40, North River, New York, N. Y., by water, during Federal control found unreasonable and unduly prejudicial. Reparation awarded.

Green Fruit Auction Co.'s elimination from industries, 68 I. C. C. 89.

412. Proposed application in certain instances of switching charges at Chicago, Ill., on fruits, in carloads, destined to the Green Fruit Auction Co., when the road haul has been performed by carriers other than respondent, found justified. Order of suspension vacated.

Sand and gravel from Wolcottville to Chicago, 68 I. C. C. 92.

413. Proposed increased rates on sand and gravel from Wolcottville, Ind., to Chicago, Ill., found justified. Orders of suspension vacated.

Bloedel-Donovan Lumber Mills v. Director General, 68 I. C. C. 95.

414. Following *West Coast Lumbermen's Asso. v. A. & W. Ry. Co.*, 44 I. C. C. 443, charges collected on cedar shingles, in carloads, from points in Oregon, Washington, and British Columbia to Chicago, Ill., St. Louis, Mo., and points in Illinois, Indiana, Iowa, Michigan, Missouri, and Wisconsin found unreasonable, to the extent that they exceeded charges at rate of 65 cents per 100 pounds. Reparation awarded against defendant carriers which engaged in the transportation within the United States.

Lumber carload minima, 68 I. C. C. 98.

415. Upon further hearing, subsequent to the former report in 56 I. C. C. 318, cubical-capacity carload minima on pine, fir, hemlock, larch, and spruce lumber, and articles taking the same group rates, in closed cars, from North Pacific coast and Inland Empire to eastern destinations found unreasonable. Reasonable carload minima prescribed for the future.

Birmingham Traffic Bureau v. St. L.-S. F. Ry. Co., 68 I. C. C. 108.

Upon complaint that the class and commodity rates from Memphis, Tenn., to Birmingham, Ala., are unreasonable and unduly prejudicial as compared with corresponding rates from Memphis to Nashville and Chattanooga, Tenn., and Atlanta, Ga., found:

416. That the commodity rates assailed were not and are not unreasonable.

417. That the class rates assailed are and for the future will be unreasonable and unduly prejudicial to the extent that they exceed the contemporaneous rates in the reverse direction.

Stewart Sand Co. v. A., T. & S. F. Ry. Co., 68 I. C. C. 111.

418. Charges on shipments of sand from Grinter, Kans., to points within the switching district of Kansas City, Mo., found unreasonable. Reparation awarded.

Loewenthal Co. v. C. & N. W. Ry. Co., 68 I. C. C. 115.

419. Rates on scrap aluminum, in carloads, straight or mixed with other scrap metals, from points in Texas, Oklahoma, and Arkansas to Chicago, Ill., and St. Louis, Mo., found unreasonable. Measure of maximum reasonable rates prescribed.

Wasatch Coal Co. v. Director General, 68 I. C. C. 118.

420. Upon defendants' motions to dismiss complaints assailing certain intrastate rates exacted during Federal control as unreasonable and otherwise unlawful because of failure to specifically allege violations of the acts which we administer, found: That these complaints sufficiently and fairly present for our consideration and determination alleged violations of Federal laws which we have jurisdiction to administer, and cases set for further hearing.

Procter & Gamble Co. v. A. N. R. R. Co., 68 I. C. C. 121.

421. Present rate on fish oil, in carloads, from Port St. Joe, Fla., to Ivorydale, Ohio, found not unreasonable. Combination of class rates, formerly effective, found unreasonable, and reparation awarded on shipments moving thereunder.

Carstens Packing Co. v. Director General, 68 I. C. C. 125.

422. Rates on live stock, in carloads, from points in Montana, Utah, Idaho, California, Oregon, and Washington to Spokane and Tacoma, Wash., found not unreasonable. Complaint dismissed.

Farrin Lumber Co. v. Director General, 68 I. C. C. 127.

423. Demurrage charges assessed at Chicago, Ill., on one carload of gum lumber shipped from Hugo, Ark., found to have been illegal. Reparation awarded.

Cocke Live Stock Co. v. B., S. L. & W. Ry. Co., 68 I. C. C. 130.

424. Rates on horses and mules, in carloads, from Texas points to Natchez, Miss., found unreasonable and unduly prejudicial. Reparation awarded.

El Paso Chamber of Commerce v. Director General, 68 I. C. C. 135.

425. Rates applicable on apples, in carloads, from Chelan, Wash., to Dallas, Tex., there stored in transit, and thence forwarded to El Paso, Tex., found not unreasonable or unduly prejudicial. Complaint dismissed.

Wagner & Steiner v. Director General, 68 I. C. C. 138.

426. Rate charged on crude petroleum, in tank-car loads, from Mile Post 343, Ranger, Tex., to Fort Smith, Ark., found unreasonable. Reparation awarded.

American Plate Glass Co. v. Director General, 68 I. C. C. 141.

427. Rate on sand, in carloads, from Irving, N. Y., to James City, Pa., found unreasonable. Reparation awarded.

Standard Oil Co. v. Director General, 68 I. C. C. 143.

428. Defendants' diversion rule applicable to a carload shipment of wrought-iron pipe from Woodlawn, Pa., to Seguro, Calif., found not unreasonable. Assessment thereunder of charges on this shipment in excess of those for one diversion found not justified and shipment overcharged. Refund of overcharge directed and complaint dismissed.

Rock Products Traffic League v. B. & O. R. R. Co., 68 I. C. C. 146.

429. Rates on imported flint pebbles and flint brick, in carloads, from Boston, Mass., New York, N. Y., and Baltimore, Md., to Silica, East Liverpool, and Laughlin, Ohio, found not unreasonable. Complaint dismissed.

American Manganese Steel Co. v. Director General, 68 I. C. C. 149.

430. Rate on iron-foundry flasks from Chicago Heights, Ill., to Oakland, Calif., found unreasonable. Reparation awarded, and reasonable rate prescribed for the future.

Frick-Reid Supply Co. v. Director General, 68 I. C. C. 151.

431. Charges collected on carload shipments of oil-well supplies from eastern points to St. Louis, Mo., and Fort Worth and Dublin, Tex., diverted or reconsigned on authorized permits to points in Texas, found illegal. Reparation awarded.

Los Angeles Ice & Cold Storage Co. v. Director General, 68 I. C. C. 155.

432. Less-than-carload shipments of paper bottle-neck wrappers or caps from Vineland, N. J., to Los Angeles, Calif., found to have been overcharged. Refund of overcharges directed and complaint dismissed.

Swift & Co. v. A., T. & S. F. Ry. Co., 68 I. C. C. 157.

433. Rates on fresh meats and dressed poultry, in carloads, from Kansas City, Kans., South St. Joseph, Mo., and Omaha, Nebr., and on packing-house products, in carloads, from Kansas City and South St. Joseph, to Ohio River crossings, applicable on traffic destined to southeastern territory, found unjust and unreasonable. Reasonable maximum rates prescribed for the future.

Farmers Elevator Co. v. C. I. & L. Ry. Co., 68 I. C. C. 159.

434. Rate applicable on hay, in carloads, from Dinwiddie, Ind., to Memphis, Tenn., found unreasonable and unduly prejudicial. Reparation awarded.

Reconsignment of lumber, 68 I. C. C. 161.

435. Proposed reduction by Chesapeake & Ohio of reconsignment charge on lumber and other forest products, in carloads, at Boston, Ind., found not justified. Suspended schedules ordered canceled and proceeding discontinued.

Continental Paper Co. v. Director General, 68 I. C. C. 162.

436. Rates applicable on waste paper, in carloads, from New York, Brooklyn, and Long Island City, N. Y., to Bogota, N. J., found unreasonable to the extent that the factor beyond Little Ferry, N. J., exceeded or exceeds amounts stated in report. Reparation awarded and reasonable maximum rates prescribed.

Phillips Excelsior Co. v. Director General, 68 I. C. C. 165.

437. Rates applicable on excelsior bolts, in carloads, from Cohutta, Ga., and McDonald, Summit, and Tyner, Tenn., to Chattanooga, Tenn., during the period from August 12, 1919, to April 16, 1920, found unreasonable. Waiver of undercharges authorized on shipments subject to our jurisdiction, and measure of reasonable rate from Cohutta to Chattanooga prescribed for the future.

Northern W. Va. Coal Operators' Asso. v. P. & L. E. R. R. Co., 68 I. C. C. 167.

438. Practices of the Pennsylvania and the Pittsburgh & Lake Erie Railroads during the period from March 1, 1920, to January 1, 1921, in the distribution of coal cars to mines on the Monongahela Railway and the Morgantown & Wheeling Railway found not to have been unreasonable, unjustly discriminatory, or unduly prejudicial to operators of coal mines on those roads. Complaint dismissed.

Farris Hardwood Lumber Co. v. Director General, 68 I. C. C. 181.

439. Rates during Federal control and present interstate rates on logs, in carloads, from stations on the Nashville, Chattanooga & St. Louis and Tennessee Central to Nashville, Tenn., found not unreasonable or unduly prejudicial. Complaints dismissed.

Empire Refineries v. Director General, 68 I. C. C. 192.

440. Rates charged on fuel oil, in tank-car loads, from Hutchinson, Kans., to Ponca City, Okla., and from Arkansas City, Kans., to Hutchinson, on a tank-car load of fuel oil originating at Ponca City, Okla., found unreasonable. Reparation awarded. Reasonable maximum rate prescribed for the future.

Northwest Steel Co. v. Director General, 68 I. C. C. 195.

441. Charges on steam turbines from Schenectady, N. Y., and Trenton, N. J., to Portland, Oreg., and Seattle, Wash., found illegal. Refund required and defendants directed to clarify their tariffs. Complaint dismissed.

Carney v. Director General, 68 I. C. C. 199.

442. Two carloads of anthracite coal shipped from Dunmore, Pa., to Chicago, Ill., found to have been misrouted. Reparation denied for lack of proof.

Jacobson Bros. v. N. P. Ry. Co., 68 I. C. C. 201.

443. Charges for the movement beyond Duluth, Minn., of a contractor's outfit shipped from Alice, Minn., to New Duluth, Minn., during Federal control, found not unreasonable, but shipment found to have been misrouted. Reparation awarded.

Magargee Bros. v. D. & H. Co., 68 I. C. C. 203.

444. Rate applicable on newsprint paper, in carloads, from Corinth, Delano Junction, and Fort Edwards, N. Y., to Scranton, Pa., found not unreasonable, unjustly discriminatory, or unduly prejudicial. Refund of overcharges directed and complaints dismissed.

Riverside Coal Co. v. Director General, 68 I. C. C. 205.

445. Rates on bituminous coal, in carloads, from mines on the Ohio & Kentucky Railway near O. & K. Junction, Ky., to Cincinnati, Ohio, and points in central and western territories found unreasonable. Measure of reasonable maximum rates prescribed for the future.

Murphy Mfg. Co. v. O.-W. R. R. & N. Co., 68 I. C. C. 211.

446. Charges on a carload of steel bed parts from Chicago, Ill., to Tacoma, Wash., found not unreasonable. Complaint dismissed.

Natl. Paving Brick Mfrs. Asso. v. A. & V. Ry. Co., 68 I. C. C. 213.

Upon complaint presenting a general attack upon the level and relationship of interstate line-haul rates on brick, hollow building tile, and other clay products, in carloads, throughout the United States except as to territory west of the Rocky Mountains, and also presenting the question of discrimination between the interstate and intrastate rates on this traffic in Illinois and Indiana, *Found*:

447. It is, and will be, unreasonable for defendants to fail to maintain a uniform brick list under which face, fire, and paving brick, hollow building tile, and other specified clay products, not including common brick, shall be accorded equal rates from and to the same points for interstate transportation, in carloads, from and to all points in the United States east of the Rocky Mountains, subject to a carload minimum weight of not exceeding 60,000 pounds, marked capacity of car to govern.

448. Other clay products having transportation characteristics similar to those of articles in the uniform brick list not excluded from the list, but flue lining, drain tile, sewer pipe, and articles of similar nature should not be included.

449. For distances not in excess of 150 miles, interstate rates on common brick, as defined in the report, when loaded at random to the marked capacity of the car without protection against chipping or breaking, will be unjust and unreasonable to the extent that they exceed 80 per cent of the contemporaneous rates on articles in the uniform brick list.

450. General level of rates on brick and other clay products not shown to have been higher than the rates on "all freight" prior to *Ex parte* 74 in either of the territories involved.

451. The 1911 group and differential adjustment on brick within central and trunk-line territories, and between points in either territory and points in the other territory, including the adjustment from Indiana-Illinois producing points, should be substantially restored and maintained except to the extent indicated.

452. Failure of defendants to treat the so-called Wabash Valley group, comprising the Danville, Veedersburg, and Terre Haute groups of producing points in Indiana and Illinois, as one group in all directions on long-haul interstate brick traffic is, and will be, unreasonable except that the groupings under the 1911 adjustment should be restored and maintained with respect to traffic to Chicago, Ill., and Milwaukee, Wis., and intermediate territory. On short-haul interstate traffic from points within the Wabash Valley group to Indiana-Illinois points the central-territory scale prescribed herein should be observed as maximum, subject to the group and differential adjustment to Chicago and related points.

453. Under the general readjustment of rates required, interstate rates on articles in the uniform brick list, in carloads, in central and trunk-line territories, and between Chicago, Ill., and New York, N. Y., will be unreasonable. Maximum reasonable base rates ordered to be established between Chicago and New York, from Danville, Ill., and Attica, Ind., to Chicago, from Canton, Ohio, to Chicago, and from Pittsburgh, Pa., to New York, to be used by the carriers as bases for checking in related rates in accordance with the findings of the report.

454. Short-haul interstate rates on articles in the uniform brick list, in carloads, within central territory, including all points in Illinois, and within trunk-line territory, will be unreasonable to the extent indicated, the group and differential adjustment to govern where higher rates result from that adjustment.

455. Intrastate rates on articles in the uniform brick list, in carloads, from Danville to Chicago, to the extent that they are lower than the interstate carload rates contemporaneously maintained on articles in the uniform brick list from Danville and Attica to Chicago are unduly prejudicial to Attica and to shippers of brick and other clay products in interstate commerce from Danville and Attica to Chicago, unduly preferential of shippers of brick and other clay products in intrastate commerce from Danville to Chicago, and unjustly discriminatory against interstate commerce. Undue prejudice and discrimination ordered removed. Cooperation of State authorities, with a view to harmonizing intrastate rates generally within Illinois and Indiana with the interstate rates prescribed herein from Danville and Attica, suggested.

456. The record affords no basis for making any general changes in the rates and rate structures within New England, southern, western, and southwestern territories, except such changes as may result from the establishment of the uniform brick list.

457. Brick is essentially traffic which moves at commodity rates, and commodity rates should be established where a movement is indicated.

458. Suspended schedules in Investigation and Suspension Docket No. 1454 and Investigation and Suspension Docket No. 1470 ordered canceled without prejudice to the right of respondents therein to establish rates in accordance with the conclusions in this report.

Coal from Wyoming mines, 68 I. C. C. 254.

459. Respondent carriers propose reduced rates on coal from mines in the Rock Spring and Kemmerer districts in Wyoming to points in Utah south of Ogden, on the Oregon Short Line Railroad and its connections: *Held*. That the record establishes that they should not be allowed to become effective. Suspended schedules ordered canceled.

Certain-Teed Products Corp. v. C., R. I. & P. Ry. Co., 68 I. C. C. 260.

460. Collection of charges by Chicago, Ottawa & Peoria Railway from complainant for the latter's use of a portion of its track at Marseilles, Ill., as a private switch track, not found unlawful.

461. Commission without jurisdiction to consider the reasonableness of such a charge. Complaint dismissed.

Aetna Explosives Co. v. W. S. R. R. Co., 68 I. C. C. 264.

462. Double first-class rate on blasting caps and electric blasting caps, in carloads, from Port Ewen, N. Y., to North Birmingham, Ala., found not unreasonable. Refund of overcharges directed. Complaint dismissed.

Chittenden & Eastman Co. v. Director General, 68 I. C. C. 267.

463. Rates on furniture, in carloads, from North Carolina and Virginia points to Burlington, Iowa, found not unreasonable or unjustly discriminatory, but unduly prejudicial and in violation of section 4. Reparation denied. Undue prejudice ordered removed.

United Verde Extension Mining Co. v. Director General, 68 I. C. C. 271.

464. Defendant's failure to accord switching service on intrastate shipments of ore at Clarkdale, Ariz., found not in violation of the interstate commerce act or the Federal control act. Complaint dismissed.

Great Lakes Dredge & Dock Co. v. Director General, 68 I. C. C. 274.

465. Rates and switching charge on riprap stone, in carloads, from the Bedford (Ind.) district to Chicago, Ill., found not unreasonable or otherwise unlawful. Complaint dismissed.

Murray & Layne Co. v. A., T. & S. F. Ry. Co., 68 I. C. C. 277.

466. Rates on apples, in carloads, from Monitor and Wenatchee, Wash., to Deming, N. Mex., found not unreasonable. Damage as result of alleged undue prejudice not shown. Complaint dismissed.

Chevrolet Motor Co. v. Director General, 68 I. C. C. 279.

467. Rates on auto-body woodwork, knocked down, and on untrimmed floor, toe, and running boards, in the white, in carloads, from St. Louis, Mo., to Tarrytown, N. Y., found not unreasonable or unjustly discriminatory. Complaint dismissed.

Chevrolet Motor Co. v. Director General, 68 I. C. C. 281.

468. Rates charged on automobile-tire carriers, in carloads, from Detroit to Flint, Mich., during Federal control, found not unreasonable or unjustly discriminatory. Complaint dismissed.

Hunt, Helm, Ferris & Co. v. C. & N. W. Ry. Co., 68 I. C. C. 283.

469. Failure of defendants to absorb interchange switching charges at Harvard, Ill. found not unreasonable, unjustly discriminatory, or unduly prejudicial.

470. Interchange switching charge of Chicago, Harvard & Geneva Lake Railway at Harvard found not unreasonable or otherwise unlawful.

471. Interchange switching charge of Chicago & North Western Railway at Harvard found unreasonable. Reasonable charge prescribed.

National Supply Co. v. C., B. & Q. R. R. Co., 68 I. C. C. 285.

472. Rates applicable on bituminous coal, in carloads, from West Clinton, Ind., to Ottumwa, Iowa, and reconsigned to various destinations in Iowa and Nebraska, found not unreasonable or unduly prejudicial. Complaint dismissed.

Swift & Co. v. Director General, 68 I. C. C. 287.

473. Minimum charges on less-than carload shipments from East St. Louis, Ill., and Moultrie, Ga., to points in Southern States found not unreasonable, but those from East St. Louis found illegal. Reparation awarded. Complaint in No. 12335 dismissed.

Gilpin, Langdon & Co. v. Director General, 68 I. C. C. 292.

474. Rate charged on imported pyrethrum flowers, in carloads, from Seattle and Tacoma, Wash., to Baltimore, Md., found unreasonable. Reparation awarded.

Hydraulic-Press Brick Co. v. Director General, 68 I. C. C. 295.

475. Rates on run-of-mine bituminous coal, in carloads, from certain mines in the Brazil district, in Indiana, to complainant's plant at Brazil, during Federal control, found unreasonable. Reparation awarded.

Anderson, Clayton & Co. v. S. & W. R. R. Co., 68 I. C. C. 299.

476. Defendants' failure to absorb out of the through rates the entire compress charge of 15 cents per 100 pounds on shipments of cotton originating on the defendant carriers' lines subsequent to November 1, 1918, compressed at Weleetka, Okla., and reshipped to interstate destinations, found unreasonable. Reparation awarded.

Davis v. G., C. & S. F. Ry. Co., 68 I. C. C. 303.

477. Rates on beef cattle, in carloads, from Wilson, Okla., to Fort Worth, Tex., found unreasonable. Reparation awarded.

Monitor Stove Co. v. Director General, 68 I. C. C. 305.

478. Rate applied on carload shipments of cast-iron furnaces with sheet-metal casings and caps, from Cincinnati, Ohio, to Pacific coast points, from October 23, 1918, to October 8, 1919, found applicable and not unreasonable or unjustly discriminatory. Complaint dismissed.

Wis. Dairy Products Co. v. C., M. & St. P. Ry. Co., 68 I. C. C. 307.

479. Rates charged on tin cans, in carloads, from Cragin, Ill., to Stoughton, Wis., found in excess of those applicable. In certain instances the rate applicable found unreasonable. Reparation awarded.

Carney v. Director General, 68 I. C. C. 309.

480. Charges collected on two carloads of ice from Trevor, Wis., and Lake Marie (Antioch), Ill., to points in Chicago, Ill., on the Illinois Northern Railway found to have been in excess of those legally applicable.

Tutwiler & Brooks v. S. Ry. Co., 68 I. C. C. 311.

481. Shipments of pig iron, in carloads, from North Birmingham, Ala., to New Orleans, La., for export, found overcharged. Reparation awarded.

Kohan & Falk Co. v. O. S. L. R. R. Co., 68 I. C. C. 313.

482. Rate on a carload of scrap iron from Burmah, Idaho, to Seattle, Wash., found not unreasonable or otherwise unlawful. Complaint dismissed.

Duluth Brewing & Malting Co. v. N. P. Ry. Co., 68 I. C. C. 315.

483. Rate on beer, in carloads, from Duluth, Minn., to East Dubuque and Fulton, Ill., found not unreasonable or unduly prejudicial. Complaint dismissed.

Standard Rail & Steel Co. v. C., R. I. & P. Ry. Co., 68 I. C. C. 317.

484. Rate on scrap iron, in carloads, from Silvis to Moline, Ill., during Federal control, found unreasonable. Reparation awarded.

Fairmont Creamery Co. v. C., B. & Q. R. R. Co., 68 I. C. C. 319.

485. Rate charged on cream in carloads from Concordia, Kans., to Crete, Nebr., found unreasonable. Reparation awarded.

Magnolia Petroleum Co. v. Director General, 68 I. C. C. 321.

486. Rate on gravel, in carloads, from Hattiesburg, Miss., to Beaumont, Tex., found unreasonable. Reparation awarded.

General Porcelain Co. v. Director General, 68 I. C. C. 322.

487. Interstate rates on glass sand from Hancock, W. Va., to Parkersburg, W. Va., found not unreasonable or unjustly discriminatory.

Chevrolet Motor Co. v. Director General, 68 I. C. C. 325.

488. Rates charged on automobile wooden floor, toe, and running boards, in mixed carloads, from Detroit, Mich., to Fort Worth, Tex., found unreasonable. Reparation awarded.

Amalgamated Sugar Co. v. Director General, 68 I. C. C. 328.

489. Rates applicable on lime rock, in carloads, from Flux, Utah, to Burley, Paul, and McMillan, Idaho, found unreasonable. Reparation awarded.

Hardaway Contracting Co. v. G., S. W. & G. R. R. Co., 68 I. C. C. 331.

490. Switching charges collected at Albany, Ga., found illegal. Refund directed and complaint dismissed.

Kalbfleisch Corp. v. C. of G. Ry. Co., 68 I. C. C. 333.

491. Applicable charges on a carload of alum from Chattanooga, Tenn., to Lodi, N. J., found unreasonable. Reparation awarded.

Western Grain Co. v. Director General, 68 I. C. C. 335.

492. Rates on import or interstate shipments of blackstrap molasses, in tank-car loads, from New Orleans, La., and Mobile, Ala., to Birmingham, Ala., found unreasonable and unduly prejudicial. Reasonable and nonprejudicial rates prescribed for the future and reparation awarded.

Pacific Creamery Co. v. A., T. & S. F. Ry. Co., 68 I. C. C. 340.

493. Rates applicable on canned condensed milk, in carloads, from Glendale, Ariz., to various points in Texas found unreasonable. Reparation awarded.

Sublimed Lead to Trunk Line Points, 68 I. C. C. 343.

494. Reduced rates, proposed for the transportation of sublimed lead and certain other pigments, in carloads, from central territory to eastern points found not justified. Proposed reduced rates on red lead and litharge found justified. Suspended schedules ordered canceled without prejudice to the publication of schedules in conformity with the findings herein.

Wyandotte Terminal R. R. Co., 68 I. C. C. 346.

495. Upon further hearing, the Wyandotte Terminal Railroad Co. found to be a common carrier of property subject to the interstate commerce act, which may lawfully receive from its trunk-line connections compensation in the form of divisions of joint rates or absorptions of its switching charges under appropriate tariff provision on interstate shipments to and from points on its line, such divisions or absorptions to be no more than reasonable. Former report, 62 I. C. C. 1.

Opp Coal Co. v. Director General, 68 I. C. C. 349.

496. Rates applicable on intrastate carload shipments of bituminous coal, during Federal control, from various Indiana mines to Aurora and Frankton, Ind., found unreasonable. Reparation awarded.

Southport Mill v. Director General, 68 I. C. C. 352.

497. Previous report, 55 I. C. C. 154, modified.

498. Rates on palm-kernel oil or on copra oil, in carloads, from New Orleans and Baton Rouge, La., to Kansas City and St. Louis, Mo., Chicago, Ill., Buffalo, N. Y., and other eastern points found unreasonable.

499. Rates on palm-kernel oil or on copra oil, in carloads, from New Orleans, La., to Jersey City and Babbitt, N. J., and Brooklyn, N. Y., in effect on and after June 25, 1918, found not unreasonable.

500. Rates on palm-kernel meal from New Orleans, La., to Cedar Rapids, Iowa, Peoria, Ill., and other points in Illinois, and on copra cake from Rolling Fork, Miss., to New Orleans, La., found unreasonable.

501. Reparation awarded to the basis of the maximum rates found to have been reasonable.

Republic of France v. Erie R. R. Co., 68 I. C. C. 370.

502. Rate charged on certain carloads of steel billets, forged, from Hammond, Ind., to New York, N. Y., for export, found not to have been unreasonable or otherwise unlawful. Complaint dismissed.

Procter & Gamble Co. v. C., N. O. & T. P. Ry. Co., 68 I. C. C. 373.

503. Findings that rates on coconut oil, in tank-car loads, between Ivorydale, Ohio, and Macon, Ga., were unreasonable and that reparation should be awarded, affirmed. Original report, 58 I. C. C. 108.

Divisions of B. R. R. & C. Co., 68 I. C. C. 375.

504. Brimstone Railroad & Canal Co. found to be a common carrier of property subject to the interstate commerce act and may lawfully participate in joint rates with other common carriers or have its charges on interstate shipments absorbed under appropriate tariff provisions.

505. The divisions received by the Brimstone Railroad & Canal Co. found to be unjust, unreasonable, inequitable, and to the extent that they exceed the cost of the service and a fair return upon the property of that company held for and used in service of transportation for the public generally, are excessive and, in effect, a rebate to the Union Sulphur Co.

506. The out-of-line or back-haul movement to the track scale should not be included in computing the distance upon which the divisions to be received by the Brimstone Railroad & Canal Co. are determined.

507. Respondents required to make a study of the cost of the service performed by the Brimstone Railroad & Canal Co., after which the case will be set for further hearing.

U. S. Industrial Alcohol Co. v. Director General, 68 I. C. C. 389.

508. Rates charged on alcohol, in barrels, in carloads, from New Orleans and Harvey, La., to points in Missouri, Minnesota, Wisconsin, Illinois, Indiana, and Ohio found not applicable. Refund of overcharges directed. Complaints dismissed.

Werner Slave Co. v. Director General, 68 I. C. C. 395.

509. Charges applicable on staves, in carloads, from New Orleans, La., to Frellsen, La., originating at interstate points and from Frellsen to New Orleans for export, found unreasonable. Reparation awarded.

Cancellation of rating on fruits and vegetables, 68 I. C. C. 401.

510. Proposed cancellation of exception to classification in western trunk-line territory providing for third-class rating on mixed carloads of fresh fruits and vegetables, minimum 20,000 pounds, found not justified. Suspended schedules ordered canceled and proceeding discontinued.

California Cotton Mills Co. v. Director General, 68 I. C. C. 403.

511. Charges on certain shipments of cotton twine and cotton-factory sweepings from Uniontown, Ala., to Pacsteel, Calif., found to have been based on unreasonable minimum weights. Reparation awarded.

Central Wis. Supply Co. v. Director General, 68 I. C. C. 409.

512. Rates on fuel wood, in carloads, from various points in Wisconsin to Camp Grant, Ill., found unreasonable. Reparation awarded.

Minneapolis & St. Louis R. R. Co. v. P. & P. U. Ry. Co., 68 I. C. C. 412.

513. Switching charges of defendant effective from complainant's rails, and proposed from protestant's rails, at Peoria, Ill., to defendant's tracks at Peoria and East Peoria, Ill., found unjustly discriminatory and unduly prejudicial. Unlawful discrimination and prejudice ordered removed. Suspended schedules ordered canceled.

Republic of France v. Director General, 68 I. C. C. 419.

514. Charge of 7.5 cents per 100 pounds assessed by the Philadelphia & Reading Railway for delivery by car float of carload shipments of explosives to vessels in Wilmington Harbor, Wilmington, Del., found illegal if applied to shipments for export delivered by float to vessels tied up at piers on the Delaware side of Delaware River within the limits of Wilmington Harbor, as described in the tariff. Complaint dismissed without prejudice.

515. Demurrage and storage charges assessed at Wilmington on carload shipments of wet nitrocellulose and wet picric acid, for export, found to have been illegal. Reparation awarded.

Republic of France v. Director General, 68 I. C. C. 424.

516. Rates charged on new steel rails and steel plates from Galveston, Tex., to New Orleans, La., found to have been unreasonable. Reparation awarded.

Smith v. I. C. R. R. Co., 68 I. C. C. 427.

517. So-called net rates on hardwood logs, in carloads, for manufacture and reshipment, from Proctor City, Wynnburg, Miston, and Lenox, Tenn., to Bondurant, Ky., found not unreasonable or unduly prejudicial. Rates on like traffic from Menglewood, Tenn., to Bondurant, Ky., found unreasonable. Rates on like traffic from Miston, Tenn., to Trimble, Tenn., found unreasonable. Maximum reasonable rate from Miston to Trimble applicable on interstate traffic prescribed for the future. Reparation awarded.

Burns & Hancock Fire Brick & Clay Co. v. Director General, 68 I. C. C. 435.

518. Rates on mine-run bituminous coal, in carloads, from certain mines in the Clinton and Brazil districts in Indiana, to complainants' plants at West Montezuma, Ind., Brazil, Ind., and near Terre Haute, Ind., during Federal control, found unreasonable. Reparation awarded.

Fort Wayne Rolling Mill Corp. v. Director General, 68 I. C. C. 439.

519. Rates on bar iron, in carloads, from Fort Wayne, Ind., to certain points in Indiana, Illinois, Wisconsin, and Missouri, found not unreasonable. Complaint dismissed.

Loogootee Fire Clay Products Co. v. Director General, 68 I. C. C. 443.

520. Rates on bituminous coal in carloads from Wheatland to Vincennes, Ind., and from Montgomery and Cannellburg to Loogootee, Ind., during Federal control, found unreasonable. Reparation awarded.

American Fruit & Vegetable Shippers Asso. v. B. & A. R. R. Co., 68 I. C. C. 446.

521. Heater transit charges on potatoes, in carloads, shipped in Eastman cars from Aroostook County, Me., to Boston, Mass., New York, N. Y., Philadelphia, Pa., and certain group destinations, found not unreasonable. Complaint dismissed.

Brick, clay, and clay products from Danville, 68 I. C. C. 455.

522. Proposed reduction in interstate rates on brick, and articles taking the same rates, in carloads, from Danville, Ill., to East St. Louis, Ill., found not justified. Suspended schedule ordered canceled and proceeding discontinued.

Brundred Bros. v. P. P. L. Co., 68 I. C. C. 458.

523. Rates for transportation of crude oil by pipe line from wells in Kansas, Oklahoma, and Texas to Franklin and Lacy Station, Pa., found reasonable.

524. Rule requiring shipments to be tendered in quantities of not less than 100,000 barrels found unreasonable to the extent that it requires tenders in excess of 10,000 barrels.

Standard Chemical Mfg. Co. v. Director General, 68 I. C. C. 467.

525. Rates on ground wormseed, in bags and barrels, in less than carloads, from Chicago and South Elgin, Ill., to Omaha, Nebr., found unreasonable. Maximum reasonable rates prescribed and reparation awarded.

Asphalt and other petroleum products to Iowa, 68 I. C. C. 471.

526. Proposed change in the application of rates on asphalt, road oil, and wax tailings from producing points in Missouri, Kansas, Oklahoma, and Arkansas to points in western trunk-line territory and other points found not justified. Suspended schedules ordered canceled without prejudice to right of respondents to file new schedules when the rates on refined and on low-grade oils have been properly related.

Riprap between points in Tex. and La., 68 I. C. C., 475.

527. Proposed change in the description of riprap for interstate application between points in Texas, and between points in Texas and points in Louisiana and Arkansas, found justified. Order of suspension vacated and proceeding discontinued.

N. Y. & N. J. Lubricant Co. v. Director General, 68 I. C. C. 477.

528. Rates on petroleum lubricating oil and grease, in carloads, from Newark, N. J., to Charlotte, N. C., and Atlanta, Ga., found unreasonable and unduly prejudicial. Reparation awarded.

Fox Paper Co. v. Director General, 68 I. C. C. 479.

529. Rates on coal, in carloads, from Seelyville and Big Vein, Ind., to Rialto and Crescentville, Ohio, found unreasonable. Reparation awarded.

East Springfield Citizens' Club v. American Railway Express Co., 68 I. C. C. 482.

530. Refusal of defendant to include the East Springfield section of Springfield, Mass., within the limits for the free collection and delivery of express shipments from and to that city not found to be unjustly discriminatory. Complaint dismissed.

Schühle's Grape Juice Co. v. Director General, 68 I. C. C. 485.

531. Four carloads of grape juice from Highland, N. Y., to Little Rock, Ark., and Houston, Tex., found not to have been misrouted. Complaints dismissed.

Prescott & N. W. R. R. Co. v. M. P. R. R. Co., 68 I. C. C., 487.

532. Complaint of the Prescott & Northwestern Railroad Co. seeking release from the application of our orders in *The Tap Line case*, 31 I. C. C. 490, not sustained in view of the identity of interest existing between it and the majority stockholders of the Ozan-Graysonia Lumber Co. Complaint dismissed.

Ellison-White Chautauqua System v. Director General, 68 I. C. C. 492.

533. Rules, regulations, and charges applicable to the transportation of complainants' Chautauqua outfits from Chicago, Ill., to the Pacific Coast and return not found unreasonable or unduly prejudicial. Complaint dismissed.

Anderson & Gustafson v. Director General, 68 I. C. C. 496.

534. Rate on crude petroleum, in tank cars, from Wichita Falls, Tex., to Oklahoma City and Cushing, Okla., found to have been unreasonable. Reparation awarded.

Federal Valley R. R. Co. v. T. & O. C. Ry. Co., 68 I. C. C. 499.

535. Division of joint rates accorded complainant on bituminous coal from mines on its line to various interstate destinations not shown to have been or to be unjust, unreasonable, inequitable, or otherwise unlawful. Complaint dismissed.

I. C. R. R. Co. v. N. O. G. N. R. R. Co., 68 I. C. C. 505.

536. Contention of complainant carriers that they, rather than defendants, are entitled to provide for and collect a charge for transportation service incident to the dressing in transit of lumber at Jackson and Brookhaven, Miss., not sustained. Principles announced to settle the controversy.

Fairmont Creamery Co. v. Director General, 68 I. C. C. 507.

537. Rates on gas oil and fuel oil from midcontinent fields in Kansas and Oklahoma, and from Joplin and Kansas City, Mo., to Crete, Hastings, and Grand Island, Nebr., and Sioux City, Iowa, found unreasonable, and reasonable rates prescribed for the future. Reparation awarded.

Keokuk Electric Co. v. Director General, 68 I. C. C. 517.

538. Rates on gas oil, in carloads, from points of origin named in Boyd's tariff I. C. C. No. A-916 to Keokuk, Iowa, found unreasonable and unduly prejudicial. Reasonable and nonprejudicial relationship of rates prescribed for the future and reparation awarded on certain shipments.

Midland Linseed Products Co. v. Director General, 68 I. C. C. 522.

539. Rates on linseed oil, in carloads, from Edgewater (Undercliff), N. J., to various points in official territory found unreasonable. Reparation awarded and measure of reasonable maximum rates prescribed for the future.

Charleston Milling Co. v. Director General, 68 I. C. C. 525.

540. Rate charged on wheat, in carloads, from Sikeston and Benton, Mo., to Atlanta, Ga., found illegal and shipments found overcharged. Reparation awarded.

Stewart Furnace Co. v. P. R. R. Co., 68 I. C. C. 528.

541. Complainant performs the spotting service between carriers' interchanges and loading and unloading points within its plant at Sharon, Pa., for which the carriers pay it an allowance of 86 cents per car. Complaints, which allege that this amount is less than the cost of the service and ask reparation on shipments made in the past and an increased allowance for the future, dismissed.

W. Va. Pulp & Paper Co. v. Director General, 68 I. C. C. 534.

542. Rate on broken limestone, in carloads, from Thomasville, Pa., to Tyrone, Pa., during Federal control found unreasonable. Reparation awarded.

Swift & Co. v. Director General, 68 I. C. C. 537.

543. Shipments of soap, in carloads and less than carloads, from Chicago, Ill., to points in southern classification territory found to have been overcharged. Reparation awarded.

Nagase & Co. v. Director General, 68 I. C. C. 539.

544. Rate on galvanized wire, in carloads, from Grand Crossing, Ill., to Seattle, Wash., for export, found not unreasonable or unduly prejudicial. Complaint dismissed.

Gaynor Bros. v. Director General, 68 I. C. C. 541.

545. Allegation that complainants were unduly prejudiced in the distribution of empty cars for the shipment of hay as compared with the distribution to other shippers at Forestburg and Woonsocket, S. Dak., not sustained by the evidence.

546. Carload minimum applicable on shipments involved not shown to have been unreasonable.

547. Complaint dismissed.

Refinite Co. v. Director General, 68 I. C. C. 545.

548. Charges collected on filtering clay, ground and baked, in carloads, from Ardmore, S. Dak., to Omaha, Nebr., and Kansas City, Mo., found not unreasonable. Complaint dismissed.

Interchange switching charges, 68 I. C. C. 548.

549. Proposed increased charges for switching at certain Missouri Pacific stations in Kansas and Missouri found not justified, and suspended schedules ordered canceled.

Transit privileges on grain at Schuyler, Nebr., 68 I. C. C. 550.

550. Proposed cancellation of transit arrangement at Schuyler, Nebr., on grain and seeds originating on the Chicago, Burlington & Quincy found justified in part. Suspended schedules ordered canceled without prejudice to the publication of schedules in conformity with the findings herein.

Royster Guano Co. v. Director General, 68 I. C. C. 552.

551. Minimum charge per car on dry phosphate rock from Brewster, Fla., to Royster, Fla., during Federal control, found not unreasonable. Complaint dismissed.

Chesebrough Mfg. Co. v. Director General, 68 I. C. C. 555.

552. Third-class rates collected on vaseline, in carloads, from Perth Amboy to Jersey City, N. J., during Federal control, found legally applicable and not unreasonable. Complaint dismissed.

Freeman Grain Co. v. Director General, 68 I. C. C. 559.

553. Charges on wheat, in carloads, from Lucas, Kans., inspected at Salina, Kans., and diverted to points in California, found to have been illegal. Reparation awarded.

Petroleum and its products from Shreveport, 68 I. C. C. 564.

554. Proposed reduced proportional rate on petroleum and its products from the Shreveport, La., group to Baton Rouge, La., and Natchez and Vicksburg, Miss., found justified for application on shipments to certain States in southeastern territory. Suspended schedules, so far as found not justified, ordered canceled, without prejudice to right of respondents to establish the rate found justified.

Storage-in-transit rules at Minnesota Transfer, 68 I. C. C. 572.

555. Proposed cancellation of storage-in-transit arrangement at Minnesota Transfer, Minn., on import traffic from Pacific coast ports destined, with certain exceptions, to all points south of the Ohio and Potomac Rivers and east of the Mississippi River found not justified. Suspended schedules ordered canceled.

Du Pont de Nemours Co. v. Director General, 68 I. C. C. 579.

556. Freight charges paid on nitrate of soda, in carloads, from Baltimore, Md., to Barksdale, Wis., found not borne by complainant, and reparation denied. Original report, 59 I. C. C. 570, modified.

Lucas & Co. v. Director General, 68 I. C. C. 581.

557. Rates on talc, in carloads, from Hailesboro, Emeryville, and Talleville, N. Y., to Lucaston, N. J., found not unreasonable, unjustly discriminatory, or unduly prejudicial. Complaints dismissed.

Old Ben Coal Corp. v. Director General, 68 I. C. C. 584.

558. Rate on rock or shale dust, in carloads, from West Frankfort, Ill., to Christopher and Sesser, Ill., during Federal control, found unreasonable. Reparation awarded.

Burlap and gunny bags from St. Louis, 68 I. C. C. 587.

559. Proposed cancellation of less-than-carload commodity rates and application of higher class rates in lieu thereof on burlap and gunny bags from St. Louis, Mo., East St. Louis, Ill., and upper Mississippi River crossings to destinations in central territory found justified. Order of suspension vacated and proceeding discontinued.

Portland Traffic & Transportation Asso. v. S. P. & S. Ry. Co., 68 I. C. C. 589.

560. Rates on table and shelf oilcloth, in carloads, from Peekskill, N. Y., and Rock Island, Ill., to Portland, Oreg., found unreasonable. Reparation awarded.

Reciprocal switching at Kansas City, 68 I. C. C. 591.

561. Increased charges for switching at Kansas City, Mo.-Kans., proposed by the St. Louis-San Francisco Railway, Missouri Pacific Railroad, and Kansas City Southern Railway, found not justified, and suspended schedules ordered canceled without prejudice to a change proposed by the first-named carrier in its intraterminal switching charges.

Dejean v. Director General, 68 I. C. C. 611.

562. Charges collected on cotton shipped from various Louisiana points to Opelousas, La., for concentration and compression, thence reshipped to various Pacific and Gulf coast points, and defendants' failure to establish transit arrangements at Opelousas on all interstate traffic, found not unreasonable. Complaints dismissed.

Alaska Junk Co. v. Director General, 68 I. C. C. 615.

563. Rates charged on scrap iron, in carloads, from Bellingham and Sedro Woolley to Seattle, Wash., during Federal control, found not unreasonable or otherwise unlawful.

564. Reconsignment charges on six carloads of scrap iron, shipped from Bellingham to Seattle, found not unreasonable.

565. Complaints dismissed.

Ala.-Ga. Syrup Co. v. Director General, 68 I. C. C. 618.

566. Rates charged on carload and less-than-carload shipments of cane sirup, in barrels, from certain points in Florida to Montgomery, Ala., found unreasonable. Reasonable maximum rates prescribed for the future and reparation awarded.

567. Present carload rate from Live Oak, Fla., to Montgomery found not unreasonable.

Nashville Traffic Bureau v. L. & N. R. R. Co., 68 I. C. C. 623.

568. Less-than-carload rating of second class on salted peanuts in fiber or metal cans or cartons, in barrels or boxes; in metal cans in crates; and in pails; and the any-quantity rating of fourth class on cotton-picking sheets and cotton-picking bags, in southern classification, found not unreasonable or unduly prejudicial. Complaint dismissed.

Humble Oil & Refining Co. v. Director General, 68 I. C. C. 629.

569. Rate on crude oil in tank-car loads, from Iowa Park, Tex., to New Orleans, La., found not unreasonable. Complaint dismissed.

Crown Willamette Paper Co. v. Director General, 68 I. C. C. 631.

570. Applicable rates on pulp and paper making machinery from defined territory east of the Missouri River to Camas, Wash., and West Linn, Oreg., found not to have been or to be unlawful. Refund of overcharges on shipments of certain kinds of machinery directed. Complaint dismissed.

Cape Girardeau Portland Cement Co. v. Director General, 68 I. C. C. 635.

571. Charges applicable on a carload of cement from Cape Girardeau, Mo., to Fisher, Ark., reconsigned to Little Rock, Ark., found unreasonable. Reparation awarded.

Lee Pendergrass Cotton Co. v. Director General, 68 I. C. C. 637.

572. Rates on cotton from points in Arkansas to eastern mill points and the Gulf ports, concentrated and compressed at, and reshipped from, Helena, Ark., found not unreasonable over the routes of movement. Certain shipments found overcharged. Reparation awarded.

Salem Glass Works v. Director General, 68 I. C. C. 643.

573. Rate on soda ash, in carloads, from Detroit and Wyandotte, Mich., to Salem and Millville, N. J., found not unreasonable or otherwise unlawful. Complaint dismissed.

Pioneer Cooperage Co. v. B. & O. R. R. Co., 68 I. C. C. 645.

574. Rates on new empty slack and tight wooden barrels and kegs, in carloads, from St. Louis, Mo., to Evansville, Ind., Louisville, Ky., and Cincinnati, Ohio, found not unreasonable, unjustly discriminatory, or unduly prejudicial. Complaint dismissed.

Empire Refineries v. Director General, 68 I. C. C. 648.

575. Rates on crude petroleum, in tank-car loads, from Homer, La., to Independence, Kans., and from points in the Ranger and Shreveport groups to points in Oklahoma Group 3 and Kansas Group 2, found unreasonable. Reparation awarded.

Humble Pipe Line Co. v. Director General, 68 I. C. C. 651.

576. Rate on wrought-iron pipe, in carloads, from Pittsburgh, Pa., to Hillendahl, Bellaire, and Fairbanks, Tex., found not unreasonable or otherwise unlawful. Complaint dismissed.

Kerr & Co. v. Director General, 68 I. C. C. 653.

577. Rates on soda ash, in carloads, from Hutchinson, Kans., to Sand Springs, Okla., found not unreasonable or unduly prejudicial. Complaint dismissed.

Day & Co. v. Director General, 68 I. C. C. 656.

578. Rate applicable on knocked-down poultry coops, in carloads, from Dyer, Tenn., to Cincinnati, Ohio, found not unreasonable. Refund of overcharge directed. Complaint dismissed.

Willapa Lumber Co. v. Director General, 68 I. C. C. 659.

579. Rates on lumber and forest products, in carloads, from points in western Washington on the Willapa Harbor branches of the Northern Pacific and Chicago, Milwaukee & St. Paul Railways to various destinations in Idaho, Utah, and Colorado, found unjust, unreasonable, and unduly prejudicial. Measure of maximum reasonable rates prescribed.

Proportional grain rates from Minn. and Wis., 68 I. C. C. 665.

580. Proposed joint proportional rates on grain and grain products, in carloads, from Minneapolis, Minn., and other points in the Northwest to points in trunk-line territory and New England found not justified. Suspended schedules ordered canceled.

Reduced rates, 1922, 68 I. C. C. 676.

581. Five and three-fourths per cent of the aggregate value of the railway property of carriers determined as constituting a fair return thereon on and after March 1, 1922.

582. Freight rates and charges found unreasonable on and after July 1, 1922, to the extent that they may exceed the rates in effect August 25, 1920, by specified percentages.

Natl. Asso. of Waste Material Dealers v. A. A. R. R. Co., 68 I. C. C. 748.

583. Fifth-class rating and rates applicable on scrap rubber, in carloads, in official territory found unreasonable to the extent they exceed sixth class.

Oliphant-Johnson Coal Co. v. C. & E. I. R. R. Co., 69 I. C. C. 1.

584. Rates on bituminous coal, in carloads, from Seifert and Turner, Ind., to Sandusky, Ohio, found unreasonable and unduly prejudicial. Reparation awarded and reasonable and nonprejudicial rates prescribed for the future.

Routing on sheep from K. C., M. & O. Texas points to Kansas City, 69 I. C. C. 4.

585. Proposed cancellation of joint rates on sheep, in carloads, from points on the Kansas City, Mexico & Orient south of Sweetwater, Tex., to northern markets in connection with the Rock Island lines beyond Fort Worth, Tex., found justified. Order of suspension vacated and proceeding discontinued.

Fuel wood, pulp wood, and wood bolts, 69 I. C. C. 7.

586. Findings in original report, 61 I. C. C., 159, modified with respect to space unit for applying rates on hogged fuel and on fuel wood, 16 inches or under in length, when loaded loosely in racked flat or gondola cars.

Holmes & Hallowell Co. v. G. N. Ry. Co., 69 I. C. C. 11.

587. Upon reargument and further consideration, the rates prescribed in the previous report, 60, I. C. C., 687, for the transportation of bituminous and anthracite coal from the head of the Lakes to points in Minnesota, North Dakota, and South Dakota modified. Other findings affirmed.

Nonapplication of transit privileges on deficiencies in weight of grain, 69 I. C. C. 19.

588. Nonapplication of transit arrangement on deficiencies between the actual loadings and tariff minima on grain at Chicago, Ill., and stop-over points within the Chicago district, found justified. Orders of suspension vacated and proceeding discontinued.

Rub-No-More Co. v. Director General, 69 I. C. C. 23.

589. Rate on imported vegetable tallow, in carloads, from Vancouver, British Columbia, to Fort Wayne, Ind., found unreasonable. Reparation awarded.

Northern Potato Traffic Asso. v. Director General, 69 I. C. C. 26.

590. Rates charged on potatoes, in carloads, from stations in Minnesota, North Dakota, and Wisconsin to interstate destinations in western territory found to have resulted in overcharges in certain instances. Refund of overcharges directed and complaint dismissed.

Jonas & Naumburg v. Director General, 69 I. C. C. 29.

591. Rate on rabbit skins, hides, or pelts, in car lots, from Parkdale and Toronto, Ontario, Canada, to New York, N. Y., found not unreasonable or otherwise unlawful. Complaint dismissed.

S. W. Portland Cement Co. v. Director General, 69 I. C. C. 31.

592. Rates charged on cement, in carloads, from El Paso, Tex., to Avondale and Cashion, Ariz., found unreasonable. Reparation awarded.

Refined petroleum from Okla. to southern Ill., 69 I. C. C. 34.

593. Respondents' proposal to cancel routes through points in Illinois south of the line of the Pittsburgh, Cincinnati, Chicago & St. Louis Railway, now open to shipments of petroleum oil and its products, in carloads, from Kansas and Oklahoma to

Chicago, Ill., Chicago territory, and points north thereof, and to restrict the movement to the Kansas City and St. Louis, Mo., gateways, thereby effecting increases in the rates on refined oil to the southern Illinois points, found not justified. Suspended schedules ordered canceled and proceeding discontinued.

Grain from Illinois Central Railroad Illinois points to New Orleans, 69 I. C. C. 38.

594. Proposed reductions in rates on grain and grain products, in carloads, from Illinois Central Railroad stations in northern Illinois to New Orleans, La., for export to Europe found justified. Order of suspension vacated.

Birmingham Packing Co. v. Director General, 69 I. C. C. 44.

595. Upon complaints alleging that the rates on live stock from St. Louis, Mo., group, from Ohio River crossings, and from points in Kentucky and Tennessee to Birmingham and Montgomery, Ala., were in violation of sections 1 and 4 of the interstate commerce act and section 10 of the Federal control act: *Held*, (1) that rates higher than the aggregates of intermediate rates subject to the act were unreasonable; (2) and that particular rates were unreasonable. Reparation awarded.

Routing restrictions on lumber from California and Nevada 69 I. C. C. 49.

596. Proposed rule restricting routing on lumber and its products from California and Nevada points to destinations in Colorado on the Colorado & Southern Railway found not justified. Suspended schedules ordered canceled.

Victory Window Glass Co. v. A., T. & S. F. Ry. Co., 69 I. C. C. 51.

597. Rates on silica sand, in carloads, from Grays Summit, Mo., to Augusta, Kans., found unreasonable. Reparation awarded.

Amer. Mineral Production Co. v. Director General, 69 I. C. C. 53.

598. Rates on crude magnesite, in carloads, from Valley to Irvin, Wash., during Federal control found unreasonable. Reparation awarded.

Danzer & Co. v. G. & S. I. R. R. Co., 69 I. C. C. 59.

599. Carload of lath from Lyman, Miss., to Wilkes-Barre, Pa., found misrouted. Damages awarded.

Penick & Ford v. Director General, 69 I. C. C. 63.

600. Rate on blackstrap molasses, in tank-car loads, from Harvey, La., to Dyersburg, Tenn., found unreasonable. Reparation awarded.

Wichita N. W. Ry. Co. v. C., R. I. & P. Ry. Co., 69 I. C. C. 68.

601. Divisions of interstate joint rates accorded complainant not shown to have been unjust, unreasonable, inequitable, or otherwise unlawful. Complaint dismissed.

Meyersdale Smokeless Coal Co. v. B. & O. R. R. Co., 69 I. C. C. 74.

602. Upon reargument and further consideration, findings in our original report, 62 I. C. C. 429, affirmed.

Union Refining & Pipe Line Co. v. Director General, 69 I. C. C. 79.

603. Rates charged on crude oil, in tank-car loads, from Burkburnett, Iowa Park, and Wichita Falls, Tex., to Oil City, La., found not unreasonable. Complainant not shown to have been damaged by reason of any undue prejudice that may have existed. Complaint dismissed.

Arnold & Co. v. T. & P. Ry. Co., 69 I. C. C. 81.

604. Demurrage charges for detention at Shreveport, La., of a carload of hay shipped from Richards, Mo., to Shreveport, thence reconsigned to Homer, La., found applicable and not unreasonable. Complaint dismissed.

Waggoner & Gates Milling Co. v. Director General, 69 I. C. C. 83.

605. Aggregate of intermediate rates to and from St. Louis, Mo., found applicable on flour and bran from Independence, Mo., to Nashville, Tenn., milled at Independence from wheat shipped from Kansas City, Mo., but originating beyond. Applicable rates found not unreasonable or otherwise unlawful. Complaint dismissed.

Fairfield Lumber & Coal Co. v. Director General, 69 I. C. C. 87.

606. Rates on coal, in carloads, from Bankhead, Ala., to Fairfield, Ala., and from Dora and Carbon Hill, Ala., to Pratt City, Ala., during Federal control, found not unreasonable. Complaints dismissed.

Actual mileage to determine rates on milk, 69 I. C. C. 90.

607. Proposed rule for determining the rate applicable under a distance scale of express rates on milk, cream, buttermilk, and condensed milk, in cans, between points where there are two or more routes found justified. Orders of suspension vacated and proceeding discontinued.

Liberty Oil Co. v. Director General, 69 I. C. C. 96.

608. Upon further consideration of the original report herein, 64 I. C. C. 289, found that the rates charged on certain shipments of crude petroleum, in tank-car loads, from Iowa Park, Tex., to New Orleans, La., were in excess of those applicable. Refund directed.

Horses and mules from Kansas City, 69 I. C. C. 97.

609. Increased and reduced rates proposed for the transportation of horses and mules from Kansas City, Mo., Wichita, Kans., and certain other points in Missouri and Kansas to Memphis, Tenn., other lower Mississippi River points, and certain points in Arkansas and Louisiana found not justified. Suspended schedules ordered canceled and proceeding discontinued.

Rosenberg Bros. & Co. v. Director General, 69 I. C. C. 103.

610. Intrastate rates of certain lines on paddy rice in carloads within California during Federal control found unreasonable. Reparation awarded.

Reduction on coal from D., T. & I. R. R., 69 I. C. C. 112.

611. Reduced rates on coal, in carloads, from mines on the Detroit, Toledo & Ironton in the Ironton district of southern Ohio found justified. Order of suspension vacated and proceeding discontinued.

Elimination of transit privileges on breakfast foods, 69 I. C. C. 115.

612. Proposed elimination of breakfast food from the list of grain products which may be forwarded from transit stations west of the Idaho-Montana state line at carload rates when in mixed carloads with other grain products found justified. Order of suspension vacated.

Aluminum Co. v. M. T. R. R. Co., 69 I. C. C. 119.

613. The Massena Terminal Railroad found to be a common carrier of property subject to the interstate commerce act, which may lawfully receive from its trunk-line connections reasonable compensation for services performed in connection with interstate shipments, in the form of divisions of joint rates or absorptions of its switching charges.

614. Rates to and from points on the Massena Terminal Railroad applicable to interstate shipments from and to points on defendants' lines found unjust, unreasonable, and unduly prejudicial to the extent that they exceed the corresponding rates contemporaneously maintained to and from Massena Springs, N. Y. Reparation awarded.

National Live Stock Exch. v. A. A. R. R. Co., 69 I. C. C. 125.

615. Minimum carload weights and charges on sheep, lambs, goats, and kids in official and southern classification territories found unreasonable. Reasonable minima prescribed and reparation awarded.

616. Rules of defendants providing for charges on mixed carloads of live stock at the highest rate and highest minimum applicable to any of the stock in straight carloads, found unreasonable. Reasonable rules prescribed for the future.

Reduced rates, 1922, 69 I. C. C. 138.

617. Rates on iron ore from points in Minnesota, Wisconsin, and Michigan to upper lake ports found unreasonable on and after July 1, 1922, to the extent indicated.

Tice v. Director General, 69 I. C. C. 140.

618. Rates charged on less-than-carload shipments of raw milk from Yale, N. Y., to Allentown, Pa., found not unreasonable or otherwise unlawful. Complaint dismissed.

Construction and repair of railway equipment, C. & N. W. Ry. Co., 69 I. C. C. 143.

619. The resort by the Chicago & North Western Railway Co. to outside shops to obtain classified repairs for its locomotives during 1920, including 35 repaired by the American Locomotive Co., although apparently for the most part at costs materially in excess of those for similar work in its own shops, found justified.

Intermediate switching charges at Toledo, 69 I. C. C. 146.

620. Proposed withdrawal by the New York Central and Michigan Central Railroads from the service of intermediate switching at Toledo, Ohio, found justified. Order of suspension vacated.

Construction and repair of railway equipment, *S. A. L. Ry. Co.*, 69 I. C. C. 151.

621. Contracts negotiated by the respondent Seaboard Air Line Railway Co. in 1920, with various concerns, under which 51 of its locomotives were given classified repairs, although at average costs materially in excess of those for similar work in respondent's own shops, not found to have been unwarranted.

Amer. Cigar Co. v. Director General, 69 I. C. C. 159.

622. Less-than-carload water-and-rail rates on cigars from Key West, Fla., to Portland, Oreg., Salt Lake City, Utah, and Los Angeles and San Francisco, Calif., found unreasonable. Measure of reasonable rates prescribed for the future and reparation awarded.

Heggem & Davis v. Director General, 69 I. C. C. 162.

623. Rates on pig iron, in carloads, from producing points in Alabama, Georgia, Kentucky, and Tennessee to Tulsa, Okla., not found to have been or to be unreasonable, unduly prejudicial, or preferential.

624. Rates on the same commodity, in carloads, from the same producing points to Sand Springs and Collinsville, Okla., found to have been and to be unreasonable to the extent that they exceeded or exceed the rates contemporaneously in effect to Tulsa. Reparation awarded and reasonable rates prescribed for the future.

Portland T. & T. Asso. v. Director General, 69 I. C. C. 165.

625. Rates on cement, in carloads, from Oswego, Oreg., to points in Oregon, Washington, Idaho, and California found not unreasonable.

626. Rates from Oswego to certain points in Washington and to Bend, Oreg., found unduly prejudicial to Oswego and unduly preferential of Bellingham and Concrete, Wash. Rates from Oswego to points in Oregon on the Klamath Falls division of the Southern Pacific Co. found unduly prejudicial to Oswego and unduly preferential of certain points in California. Reasonable relationships prescribed.

627. Requests for the establishment of mixed-carload rates on cement, lime, and plaster from Oswego and for the establishment of joint rates in connection with certain carriers denied.

Amer. Fork & Hoe Co. v. St. L. & S. F. R. R. Co., 69 I. C. C. 173.

628. Upon further hearing reparation awarded. Original report, 53 I. C. C. 245; supplemental report, 60 I. C. C. 85.

Green Rock Coal Co. v. Director General, 69 I. C. C. 175.

629. Rates on bituminous coal, in carloads, from Riceville, Ky., to interstate destinations found unreasonable to the extent they exceed the rates contemporaneously applicable from Group 5 district of the Chesapeake & Ohio Railway Co. to the same destinations. Reparation denied.

Indiana passenger fares on C., L. S. & S. B. Ry., 69 I. C. C. 180.

630. Certain intrastate fares maintained by respondent within the State of Indiana, through action of State authority, lower than its corresponding interstate fares, found to be unduly preferential of intrastate passengers, unduly prejudicial to interstate passengers, and unjustly discriminatory against interstate commerce. Fares prescribed which will remove such preference, prejudice, and discrimination.

Kansas City Board of Trade v. A., T. & S. F. Ry. Co., 69 I. C. C. 185.

631. Defendants' rules, regulations, and practices in respect of forwarding of grain from Kansas City, Mo.-Kans., and Omaha, Nebr., which has originated beyond, found not illegal, unreasonable, or unjustly discriminatory, but found unduly prejudicial to those localities and to shippers and receivers of grain there located, and unduly preferential of St. Louis, Mo., Cairo, Ill., and Memphis, Tenn., and of receivers and shippers of grain there located.

Actual weights on crude and fuel oil, 69 I. C. C. 194.

632. Proposed substitution of actual weight per gallon in lieu of present estimated weight of 7.4 pounds per gallon for the ascertainment of freight charges on petroleum crude and fuel oil in tank-car loads, from Kansas, Oklahoma, and Texas fields to certain destinations in Arizona and New Mexico and to Cananea, Mexico, found not justified. Suspended schedules ordered canceled.

Proportional class rates between Seattle and Portland, 69 I. C. C. 197.

633. Proposed proportional class rates, lower than the present corresponding local class rates from Seattle and Tacoma, Wash., to Portland, Oreg., when destined to certain Willamette Valley points, and from Portland to Seattle when destined to points north of Seattle, found justified. Suspended schedules ordered canceled without prejudice to the establishment of rates in conformity with findings herein. Proceeding discontinued.

Proportional rates on grain and grain products, 69 I. C. C. 203.

634. Proposed proportional rates on grain and articles taking the same rates, in carloads, from Sioux City, Iowa, to points in Louisiana and Texas, found not justified. Suspended schedules ordered canceled without prejudice to the filing of schedules in conformity with the findings herein.

Okla. Corp. Commission v. A. & S. Ry. Co., 69 I. C. C. 207.

635. Rates on grain, grain products, hay and straw, and related articles taking the same rates or rates basing thereon, from points in Oklahoma to points in Texas found unreasonable and unduly prejudicial, and reasonable and nonprejudicial rates prescribed.

Texas State Highway Department v. Director General, 69 I. C. C. 220.

636. Rates applicable on motor-vehicle trailers and trailer parts and dump wagons from Norfolk, Va., and on motor-vehicle trailers from South Kearney, N. J., to Camp Mabry, Tex., found not unreasonable. Shipments found to have been overcharged. Reparation awarded.

P., A. & McK. R. R. Co. v. Director General, 69 I. C. C. 223.

637. Provision in tariffs of the Pennsylvania lines that Pittsburgh rates apply to an industry not on their lines but reached over complainant's line, not concurred in by complainant, and without provision for absorption of complainant's charges, found unlawful.

638. Commission may not properly require defendants to increase their absorptions of complainant's switching charges, and there are no joint rates to and from points on complainant's line to divide.

639. Complaint and supplemental complaint dismissed. Former report, 57 I. C. C. 1.

Chevrolet Motor Co. v. Director General, 69 I. C. C. 226.

640. Rate on pressed-steel side and cross members of automobile frames, in carloads, from Detroit, Mich., to Melrose (Oakland), Calif., found applicable but unreasonable. Reparation awarded, and reasonable rate prescribed for the future.

Amer. Smelting & Refining Co. v. Director General, 69 I. C. C. 229.

641. Findings, 62 I. C. C. 583, that demurrage and average free time at Baltimore, Md., on carload shipments of coke for export were not unjust or unreasonable, affirmed.

Mercer Valley R. R. Co. v. P. R. R. Co., 69 I. C. C. 233.

642. The Mercer Valley Railroad Co. found not to be a common carrier subject to the interstate commerce act. Its tariffs filed with this commission are of no force or effect.

North Packing & Provision Co. v. C., M. & St. P. Ry. Co., 69 I. C. C. 235.

643. Rates on ordinary live stock based on declarations of value by shippers, and rules and regulations under which such rates were assessed, found not unreasonable, unjustly discriminatory, or unduly prejudicial, except that rules and regulations under which charges on a carload of animals of the same kind but of different values were assessed at the rate applicable to the highest-valued animal in the car were unreasonable.

644. Rules and regulations requiring declarations of value by shippers of ordinary live stock, and all limitations attached thereby to the rates, found to have been unlawful and void on and after August 9, 1916, date of approval of the second Cummins amendment. Standard or basic rates found to have been applicable. Reparation awarded.

Glencoe Lime & Cement Co. v. Director General, 69 I. C. C. 243.

645. Rate on limestone, in carloads, from complainant's quarries to its kilns on the Glencoe branch of the Missouri Pacific Railroad, during Federal control, found unreasonable. Reparation awarded.

Automatic Sprinkler Co. v. Director General, 69 I. C. C. 247.

646. Following *General Fire Extinguisher Co. v. Director General*, 56 I. C. C. 727, defendants' rules governing mixtures, applicable to shipments of wrought and cast iron pipe, pipe fittings, and kindred articles, in carloads, from Youngstown, Ohio, to points in western classification territory, found to have been unreasonable. Reparation awarded.

Armour & Co. v. E. R. R. Co., 69 I. C. C. 250.

647. Rates on straight or mixed carloads of meat, packing-house products, and canned milk from complainant's plant at Jersey City, N. J., to the docks of the Erie Railroad Co., at Weehawken, N. J., for export, found unreasonable. Reparation awarded.

Texas State Highway Department v. Director General, 69 I. C. C. 252.

648. Charges applicable on a carload of black powder from Perth Amboy, N. J., to Lincoln, Nebr., reconsigned to Austin, Tex., and stopped short of billed destination at Fort Worth, Tex., found not unreasonable, unduly prejudicial, or otherwise unlawful. Shipment found to have been overcharged. Reparation awarded.

Los Angeles Pressed Brick Co. v. P. E. Ry. Co., 69 I. C. C. 254.

649. Rate charged on common brick, in carloads, shipped from Sunset, Calif., to Clarkdale, Ariz., found illegal. Reparation awarded.

Friend & Co. v. Director General, 69 I. C. C. 256.

650. Rates on green salted hides, green salted sheep pelts and skins, green sheep pelts, and inedible tallow and grease, in straight or mixed carloads, from Denver, Colo., to Chicago, Ill., found unreasonable. Reasonable maximum rate prescribed and reparation awarded.

Automatic train-control devices, 69 I. C. C. 258.

651. After hearing upon an order to show cause, entered herein January 10, 1922, why an order should not be entered requiring respondents to install automatic train-stop or train-control devices upon designated portions of their roads: *Held*, That said order should be entered and that the installations prescribed should be completed by January 1, 1925.

652. Specifications and requirements for the installation of automatic train-stop or train-control devices prescribed and adopted.

Boston Wool Trade Asso. v. Director General, 69 I. C. C. 282.

653. Switching charges, rates, and practices at Boston, Mass., and vicinity found unjust and unreasonable. Enlarged switching limits and uniform basis of switching charges and absorptions prescribed. Reparation and fourth-section relief denied.

Salt from Louisiana mines to Chicago, 69 I. C. C. 312.

654. Upon further argument, former finding, 66 I. C. C. 81, that proposed rate on salt from mines in Louisiana to Chicago, Ill., St. Louis, Mo., and certain intermediate points, is unlawful, affirmed.

Cotton and cotton linters from Miss. Valley points, 69 I. C. C. 318.

655. Proposed changes in the rates on cotton and cotton linters from the Mississippi Valley and related territories to the Gulf ports, eastern seaboard and interior cities, Virginia cities, South Atlantic ports, Memphis, Tenn., St. Louis, Mo., Ohio River crossings, and points in central territory, found not justified except to the extent indicated herein. Respondents required to cancel suspended schedules, without prejudice to their right on short notice to file rates upon bases not higher than those indicated in the report to be proper.

Amer. Cyanamid Co. v. Director General, 69 I. C. C. 337.

656. Rates on cyanamid, in carloads, from Suspension Bridge, N. Y., and Niagara Falls, Ontario, Canada, to San Francisco, Los Angeles, and other Pacific coast destinations in California, found unreasonable. Maximum reasonable factors beyond St. Louis, Mo., prescribed. Reparation awarded.

Oil from Texas ports to Sulphur Mine, 69 I. C. C. 345.

657. Upon further consideration, proposed reduced rate on crude oil and fuel oil, in tank-car loads, from certain Texas ports to Sulphur Mine, La., found justified. Original report, 63 I. C. C. 74 reversed.

Harmon & Co. v. P., C., C. & St. L. R. R. Co., 69 I. C. C. 348.

658. Failure to provide a "two-for-one" rule in connection with the rate on fiber chairs from Jeffersonville, Ind., to Portland, Oreg., found to have resulted in unreasonable charges. Reparation awarded.

Regulations for payment of rates and charges, 69 I. C. C. 351.

659. Petition of the McCloud River Railroad Co. for modification of the 96-hour credit rule prescribed, 57 I. C. C. 591, on traffic from and to Bartle, Calif., originating at or consigned to certain interior points not served by railroad, granted.

Cement from Leeds to Virginia cities, 69 I. C. C. 353.

660. Proposed reduced rate on cement, in carloads, from Leeds, Ala., to Virginia cities found justified. Order of suspension vacated and proceeding discontinued.

Grande Ronde Lumber Co. v. Director General, 69 I. C. C. 355.

661. Rate charged for intrastate transportation of slab wood, in carloads, from Perry to La Grande, Oreg., during Federal control, found not unreasonable. Complaint dismissed.

Ouachita Valley Glass Co. v. A. & V. Ry. Co., 69 I. C. C. 357.

662. Present rate on cullet, in carloads, from Winchester, Ind., to Bastrop, La., found not unreasonable, but rate charged complainant's shipments found unreasonable and reparation awarded.

Silica Sand Traffic Asso. v. C., C., C. & St. L. Ry. Co., 69 I. C. C. 359.

663. Rates on sand, in carloads, from Ottawa, Oregon, Wedron, and Millington, Ill., to Bluestone and Farmer, Ky., and Erwin, Tenn., found not unreasonable. Complaints dismissed.

Reduced rates on coal to Kansas City, 69 I. C. C. 363.

664. On further argument, findings in the original report, 66 I. C. C. 457, concerning rates on coal from mines in Kansas, Missouri, Arkansas, Oklahoma, and the Springfield, Ill., district to Kansas City, Mo.-Kans., affirmed.

Moshassuck Valley R. R. Co. v. N. Y., N. H. & H. R. R. Co., 69 I. C. C. 368.

665. The Moshassuck Valley Railroad found to be a common carrier lawfully entitled to receive divisions of joint interstate rates or have its switching charges on interstate shipments absorbed under appropriate tariff provision by the roads having the line haul. Present divisions not found unreasonable, unduly prejudicial, or less than compensatory. Increase of divisions denied.

666. Basis for payment by Moshassuck Valley Railroad for use or detention of foreign cars on its line suggested and retroactive application thereof authorized.

Adluh Milling Co. v. Director General, 69 I. C. C. 376.

667. Rates assessed on carload shipments of grain from points west and north of the Ohio River to Columbia, S. C., there milled, and thence reshipped to Tampa, Fla., found applicable, and not unreasonable. Complaint dismissed.

Gadsden Chamber of Commerce v. A. G. S. R. R. Co., 69 I. C. C. 378.

668. Class rates from Ohio and Mississippi River crossings and points beyond, and from Nashville, Tenn., to Gadsden, Alabama City, and Attalla, Ala., found unreasonable to the extent indicated and defendants required to realign their class rates accordingly. Class rates found not unduly prejudicial. No finding as to commodity rates warranted by the record.

669. Portions of certain fourth-section applications reserved for future consideration.

Corona Coal Co. v. Secretary of War, 69 I. C. C. 389.

Port-to-port rates of the Warrior River Barge Line on bunker coal from Black Warrior River mines in Alabama to Mobile, Ala., and to New Orleans, La.; the barge line's storage charges, towage and unloading allowances, and other practices in connection with coal shipments at Violet (New Orleans); and the maintenance of rail-and-water rates on various commodities, other than coal, on the basis of a percentage under the all-rail rates, being alleged to unduly prejudice complainant, operating interior mines in Alabama, and to unduly prefer complainant's competitors located on the Black Warrior River, found:

670. That the commission does not have jurisdiction over the local rates of the barge lines applying on port-to-port traffic.

671. That the charges and allowances of the barge line in connection with shipments of coal at Violet (New Orleans) have not been shown to be unduly prejudicial to complainant.

672. That the maintenance on various commodities of rail-and-water rates lower than the corresponding all-rail rates has not been shown to be unduly prejudicial to complainant. Complaint dismissed.

Central Pennsylvania Lumber Co. v. Director General, 69 I. C. C. 398.

673. Upon further hearing, rate charged on intrastate shipments of old rails, in carloads, from Port Allegany to Masten, Pa., during Federal control, found unreasonable. Reparation awarded. Original report, 60 I. C. C. 723.

Vickers Petroleum Co. v. Director General, 69 I. C. C. 401.

674. Rate applicable on a tank-car load of petroleum distillate from Potwin, Kans., to Matoaka, Okla., found not unreasonable or unjustly discriminatory. Refund of overcharge directed and complaint dismissed.

Producers Refining Co. v. Director General, 69 I. C. C. 403.

675. Former finding that rates on gasoline, in carloads, from Gainesville, Tex., to Kassel, Avondale, and Westwego, La., for export, were not unreasonable, 62 I. C. C. 14, reversed as to the rates to Kassel and Westwego. Reparation awarded.

Natl. Live Stock League v. A., T. & S. F. Ry. Co., 69 I. C. C. 407.

676. Record as made will not support a finding that rates on ordinary live stock in carloads, within the western and Mountain-Pacific groups are unjust and unreasonable, or will be for the future to an extent greater than that found in *Reduced Rates*, 1922, 68 I. C. C. 676. Complaint dismissed. Former report 63 I. C. C. 107.

Hobart Mill & Elevator Co. v. Director General, 69 I. C. C. 412.

677. On further hearing, complainant found to have been damaged by reason of the undue prejudice heretofore found to exist, 61 I. C. C. 192. Reparation awarded.

United Light & Rys. Co. v. Director General, 69 I. C. C. 414.

678. Rates on bituminous coal, in carloads, from Jenkins, Ky., to Davenport, Muscatine, Ottumwa, Iowa City, and Fort Dodge, Iowa, and from McRoberts, Ky., to Iowa City, Iowa, found not unreasonable. Complaint dismissed.

Brick from Texas points to interstate destinations, 69 I. C. C. 421.

679. Proposed cancellation of commodity rates on common, porous, pressed, or ornamental brick, in carloads, from points in "common point" and "Dallas-Fort Worth" groups on the Southern Pacific lines in Texas to interstate destinations in certain defined territories found not justified. Suspended schedules ordered canceled.

Providence Fruit & Produce Exch. v. R. I. Co., 69 I. C. C. 422.

680. Switching charge of \$5 per car for movement by the Rhode Island Co. within Providence, R. I., found not unreasonable.

681. Failure of the New York, New Haven & Hartford to absorb such switching charge found not unreasonable, unjustly discriminatory, or unduly prejudicial.

682. Complaints dismissed.

N. W. Leather Co. v. Director General, 69 I. C. C. 425.

683. Rate on dry hides, in carloads, from Billings and Missoula, Mont., to Manistique, Mich., found unreasonable. Maximum reasonable rate for the future prescribed. Reparation denied.

Aberdeen Commercial Club v. Director General, 69 I. C. C. 427.

684. Upon further hearings, findings of the original report, 56 I. C. C. 147, that class rates from Chicago, Ill., to Aberdeen, S. Dak., are not shown to be unreasonable or unduly prejudicial; and prescribing proportional rates from Mississippi River crossings on traffic to Aberdeen from the East, affirmed, with certain modifications in the scale of proportional rates.

Procter & Gamble Co. v. Director General, 69 I. C. C. 439.

685. Rates on imported iron ore, in carloads, from Baltimore, Md., New York, N. Y., Philadelphia, Pa., and Boston, Mass., to Ivorydale, Ohio, found not unreasonable. Complaint dismissed.

Grasselli Chemical Co. v. Director General, 69 I. C. C. 441.

686. Rates on iron pyrites, in carloads, from Arminius Mines, Va., to Canton and Niles, Ohio, found not unreasonable or otherwise unlawful. Complaint dismissed.

West Ky. Coal Bureau v. L. & N. R. R. Co., 69 I. C. C. 443.

687. Rates on bituminous coal, in carloads, from western Kentucky mines on the Louisvills & Nashville to Chattanooga, Tenn., and certain points in Georgia, found unjust, unreasonable, and unduly prejudicial. Reasonable and nonprejudicial relationship prescribed for the future.

688. Maintenance of rates on bituminous coal, in carloads, from mines in Alabama, eastern Tennessee, and southeastern Kentucky to Savannah and Port Wentworth, Ga., for export, while maintaining no export rates to these points from western Kentucky mines, held unduly prejudicial. Undue prejudice ordered removed.

Swift & Co. v. F. W. & D. C. Ry. Co., 69 I. C. C. 449.

689. On further hearing, reparation awarded on interstate shipments to and from industries on the Fort Worth Belt Railway, at Fort Worth, Tex. Original report, 61 I. C. C. 77.

Rausch Co. v. Director General, 69 I. C. C. 451.

690. Five carloads of rosin, from Hood, La., to Galveston, Tex., for export, found to have been misrouted and rate over the route the shipments should have moved found unreasonable. Reparation awarded.

Selz-Schwab & Co. v. C. & N. W. Ry. Co., 69 I. C. C. 455.

691. Rates on boots and shoes, in less than carloads, from Watertown, Lake Mills, and Madison, Wis., to Chicago, Ill., found not unreasonable or unduly prejudicial. Complaint dismissed.

Burlap bags to Texas destinations, 69 I. C. C. 458.

692. Proposed reduced rates on bags, burlap, clayed, or cotton, in carloads, from New Orleans, La., and various other points to Texas destinations found not justified. Carriers required to cancel proposed schedules without prejudice to filing tariff provisions in accordance with the findings herein.

St. Louis Merchants Exchange v. Director General, 69 I. C. C. 465.

693. Defendants' failure to compensate complainant for weighing carloads of grain at St. Louis, Mo., and East St. Louis, Ill., and practice of certain defendants in making allowances for certain clerical services at Chicago, Ill., while refusing to make similar allowances for an equivalent service at St. Louis found not unreasonable or otherwise in violation of the interstate commerce act. Complaint dismissed.

Beaumont Chamber of Commerce v. Director General, 69 I. C. C. 471.

694. Rate on yellow-pine timbers, in carloads, from Bonway and Wiergate, Tex., to Beaumont, Tex., for export, found unreasonable. Reparation awarded.

West Va. Metal Products Corp. v. B. & O. R. R. Co., 69 I. C. C. 474.

695. Rates from Fairmont, W. Va., to Cincinnati, Ohio, on brass sheets, rods, wire, and tubes found unreasonable; and on copper sheets, rods, wire, and tubes found unreasonable and unduly prejudicial. Lawful rates prescribed.

696. Rates to other destinations found not unreasonable or otherwise unlawful.

Murray v. Director General, 69 I. C. C. 477.

697. Demurrage charges collected on cars held at New Durham, N. J., for reconsignment to points against which embargoes had been placed found to have been lawfully assessed on cars forwarded from points of origin on and after the effective dates of the embargoes.

698. Certain demurrage charges collected on cars forwarded from points of origin prior to the effective date of the embargoes against points to which reconsignment orders were tendered, found to have been illegally assessed. Reparation awarded.

Upton Co. v. E. R. R. Co., 69 I. C. C. 483.

699. Demurrage charges arising from constructive placement of cars at Lockport, N. Y., found lawfully assessed. Complaint dismissed.

Armour & Co. v. A., T. & S. F. Ry. Co., 69 I. C. C. 485.

700. Rates and minimum weights on unnested empty tin cans, with straight sides, in carloads, from North Kansas City, Mo., to Fort Worth, Tex., found unreasonable. Reasonable rates and minimum weights prescribed for the future and reparation awarded.

Hastings Commercial Club v. C., M. & St. P. Ry. Co., 69 I. C. C. 489.

701. Paragraph (4), section 3, of the interstate commerce act, under which we may require the use of one carrier's terminal facilities by another when in the public interest, and when practicable, without substantially impairing the ability of the

terminal carrier to handle its own business, is satisfied by a showing that it is in the public interest and that it would be practicable for the terminal carrier to switch between its industries and the line carrier. This interpretation given expression in a proceeding in which the Chicago, Milwaukee & St. Paul Railway is asked to extend the use of its terminal facilities at Hastings, Minn., to the Chicago, Burlington & Quincy Railroad.

702. Shipment of one carload of wheat from Scobey, Mont., to Hastings, Minn., in No. 11657, found not misrouted. Complaint dismissed.

Va. Iron, Coal & Coke Co. v. Director General, 69 I. C. C. 501.

703. Findings in original report, 61 I. C. C. 200, affirmed upon reargument.

Owensboro Wheel Co. v. Director General, 69 I. C. C. 503.

704. Rate on wooden vehicle rims, bent, in the rough, from Johnson City, Tenn., to Owensboro, Ky., found unreasonable. Reparation awarded, and a reasonable rate prescribed for the future.

Lake Charles Rice Milling Co. v. L. W. R. R. Co., 69 I. C. C. 508.

705. Rates on rough rice, in carloads, from producing points to certain milling points in Louisiana, applying on interstate and foreign traffic, found unreasonable and unduly prejudicial. Nonprejudicial and maximum reasonable rates for the future prescribed.

706. Back-haul services ordered restored in interstate milling-in-transit tariffs, subject to conditions specified in the report.

707. Fourth-section violation having been removed, application denied.

Mayer & Co. v. C., M. & St. P. Ry. Co., 69 I. C. C. 519.

708. Rates on fresh meats, packing-house products, and by-products from Madison, Wis., to Chicago, Ill., found not unreasonable or otherwise unlawful. Complaint dismissed.

Western Newspaper Union v. Director General, 69 I. C. C. 523.

709. Less-than-carload rating in official classification and rates applied in connection therewith on stereotype plates, old, worn out, or scrap, broken or unbroken, shipped with type faces unprotected, and valuable only for remelting, found unreasonable, and measure of reasonable rating and rates prescribed. Reparation awarded.

Grasselli Chemical Co. v. Director General, 69 I. C. C. 529.

710. Rates on iron pyrites, in carloads, from DeKalb Junction, N. Y., to New Castle, Pa., found unreasonable. Reparation awarded.

Swift & Co. v. Director General, 69 I. C. C. 532.

711. Rate applicable on eggs, in carloads, from Clinton, Iowa, to El Paso, Tex., found unreasonable. Reparation awarded.

712. Fourth-section relief denied.

Lehigh Valley Coal Co. v. Director General, 69 I. C. C. 535.

713. Rates on unprepared anthracite coal, in carloads, from various mines and culm banks on the Lehigh Valley Railroad in the Lehigh and Wyoming regions in Pennsylvania, to breakers in the same regions, for preparation or for reparation and reforwarding by way of that railroad, between June 25, 1918, and April 8, 1919, found to have been unreasonable. Reparation awarded.

714. Rates on the same commodity from Rahn colliery at Seek, Pa., to other collieries and washeries on the Lehigh & New England Railroad during June 25, 1918, and April 8, 1919, found to have been unreasonable. Reparation awarded.

715. Rates on buckwheat No. 3 coal from collieries and washeries in the Panther Creek mining district, Pennsylvania, to Power House (Hauto), Pa., during the period from January 1 to June 24, 1918, found legally applicable. Rate applicable from June 25, 1918, to February 28, 1920, found unreasonable to the extent that it exceeded 25 cents per gross ton. Waiver of undercharges authorized and reparation awarded.

Western Brick & Supply Co. v. Director General, 69 I. C. C. 551.

716. Charges for the movement of brick and sand, in carloads, between points in Lincoln, Nebr., terminals, found to have been unreasonable. Reparation awarded.

Wimsatt v. B. & O. R. R. Co., 69 I. C. C. 554.

717. Rate on lumber and forest products, in carloads, between delivery yards of the Baltimore & Ohio and Pennsylvania Railroads at Washington, D. C., found unjust and unreasonable. Reasonable rate prescribed for the future. Reparation denied.

East St. Louis Stone Co. v. Director General, 69 I. C. C. 557.

718. Rates on stone, in carloads, from Falling Springs, Ill., to other points within the East St. Louis, Ill., switching district, found unreasonable during Federal control. Reparation awarded.

Rates on grain, grain products, and hay, 69 I. C. C. 562.

719. Upon further hearing, the findings of the original report, 64 I. C. C. 85, amended so as to eliminate therefrom interstate carload rates on grain, grain products, and hay between points within that portion of Illinois territory included within the western group, as therein described.

720. Orders entered pursuant to the findings herein suspended until further order of the commission.

United Paperboard Co. v. Director General, 69 I. C. C. 573.

721. Rates on straw, in carloads, from various points in Illinois, Indiana, Ohio, and Michigan to destinations in Illinois and Indiana and to Grand Rapids, Mich., found not unreasonable or otherwise unlawful except in those instances where the rates charged exceeded the combination of intermediates. Reparation awarded in certain cases.

722. Minimum charge of \$15 per car on straw, in carloads, from Belmont and Merriam, Ill., during Federal control, and from Princeton, Ind., to Mount Carmel, Ill., found not unreasonable.

Far West Clay Co. v. Director General, 69 I. C. C. 580.

723. Rates on coal, in carloads, from Foran, Wash., to Clay City, Wash., during Federal control found unreasonable. Reparation awarded.

Nyanza Refining Co. v. Director General, 69 I. C. C. 583.

724. Rates on crude petroleum oil, in tank-car loads, from the Burkburnett and Ranger groups in Texas, and the Shreveport group in Louisiana, to Wilson and Healdton, Okla., found unreasonable and unduly prejudicial. Reasonable relationship of rates prescribed and reparation awarded.

Trunk-line and ex-lake iron-ore rates, 69 I. C. C. 589.

725. Proposed reductions in local and import rates on interstate shipments of iron ore, in carloads, in eastern trunk-line territory, not shown to be unlawful, and orders of suspension vacated. Proposed reductions in ex-lake rates on iron ore, in carloads, to points in central and trunk-line territories found unlawful; suspended schedules carrying same required to be canceled.

726. Rates on iron ore from Wharton and Ringwood, N. J., to eastern blast-furnace destinations found not to be unreasonable, but found unduly prejudicial as compared with rates on ex-lake ores moving to the same destinations from Buffalo, N. Y., one of the lower Lake Erie ports. Reparation denied.

Empress Coal Co. v. O.-W. R. R. & N. Co., 69 I. C. C. 618.

727. Upon further hearing, findings in original report, 59 I. C. C. 738, reversed, and Eastern Railway & Lumber Co. found not to be a common carrier under the interstate commerce act.

728. Rates on coal, in carloads, from Empress mine, Wash., to Portland, Oreg., found not unduly prejudicial. Complaints dismissed.

Surcharge in sleeping or parlor cars in Georgia, 69 I. C. C. 623.

729. Charges for the transportation of passengers in sleeping and parlor cars required by State authority to be maintained by the respondent steam railroads within the State of Georgia found to be lower than the corresponding interstate charges authorized in Increased Rates, 1920, 58 I. C. C. 220, and to be unduly preferential of intra-state passengers, unduly prejudicial to interstate passengers, and unjustly discriminatory against interstate commerce. Charges prescribed which will remove such preference, prejudice, and discrimination.

Legality of express franks, 69 I. C. C. 627.

730. Conclusion in 50 I. C. C. 599 that free transportation of property upon franks issued by express companies to their officers and employees or to the officers and employees of other common carriers in exchange for passes or franks of such common carriers is unlawful, reaffirmed.

Abrasive Co. v. Director General, 69 I. C. C. 630.

731. Rates on artificial corundum, in carloads, from Hamilton, Ontario, Canada, to Bridesburg, Pa., found not unreasonable or otherwise in violation of the interstate commerce act. Complaint dismissed.

Oklahoma rates and charges, 69 I. C. C. 635.

732. Motion of the Corporation Commission of Oklahoma to dismiss this proceeding because of the removal of the unlawful discrimination against interstate commerce alleged in the petitions of the carriers upon which the investigation was instituted, granted, and motion of the carriers for further hearing denied.

Washington Mfg. Co. v. O.-W. R. R. & N. Co., 69 I. C. C. 639.

733. The failure of defendants, due to car shortages, to furnish sufficient equipment for outbound shipments from Tacoma, Wash., to enable complainant to use transit credits accumulated on shipments to that point of rough lumber from stations in Washington, found not to justify either the granting of an additional period for the use of such credits or an award of reparation. Complaint dismissed.

Western cement rates, 69 I. C. C. 644.

734. Findings of original report, 48 I. C. C. 201, revised so as to require the application of an average of Scale II and Scale III rates between points in Nebraska, Kansas, and Missouri in Scale Territory III; and to require rates in Scale Territory IV not in excess of 120 per cent of rates herein prescribed for Scale Territory III.

Okla. Natl. Live Stock Exch. v. Director General, 69 I. C. C. 660.

735. Tariff provisions for the highest rate and minimum weight on mixed carload shipments of live stock held to require the application of the rate on calves and minimum on cattle, when shipped in mixed carloads.

736. The rules held unreasonable as applied to mixed carload shipments of calves and cattle. Collection of undercharges waived.

Natchez Chamber of Commerce v. St. L., I. M. & S. Ry. Co., 69 I. C. C. 666.

737. Upon further hearing, former finding in 58 I. C. C. 148, that any-quantity rates on uncompressed cotton, to go through to destination uncompressed from points in Louisiana on the Missouri Pacific to Natchez, Miss., were unduly prejudicial to Natchez, reversed.

Natl. Wholesale Grocers' Asso. v. Director General, 69 I. C. C. 669.

738. Upon further consideration, finding in original report, 62 I. C. C. 375, modified to permit inclusion of lard compounds and lard substitutes in the mixing rules there prescribed.

739. Petition of complainant for rehearing in No. 10745 alleging 18 assignments of error, and reciting that upon a further hearing additional and newly discovered evidence will be produced to substantiate the same, denied.

740. Petition of complainant for rehearing solely on question of the elimination of butter substitutes from the mixing rules heretofore prescribed, based on apparent misapprehension of our findings, denied.

Central Refractories Co. v. Director General, 69 I. C. C. 676.

741. Rates on crude fire clay, in carloads, from Moxahala, Ohio, to New Lexington and Shawnee, Ohio, during the period January 1, 1918, to August 29, 1919, found unjust and unreasonable. Reparation awarded.

Through rates on apples from Pacific coast, 69 I. C. C. 679.

742. Proposed cancellation of through rates on fresh apples, in carloads, from Pacific coast territory to points in Carolina territory and the Southeast found not justified. Suspended schedules ordered canceled and proceeding discontinued.

Bancroft & Sons Co. v. N. Y., N. H. & H. R. R. Co., 69 I. C. C. 681.

743. Rating of second class in official classification territory on cotton book-cover cloth, found not unreasonable or unduly prejudicial. Complaint dismissed.

Arnhold Bros. v. Director General, 69 I. C. C. 685.

744. Rate charged on one carload of dried egg yolk from Vancouver, British Columbia, to Baltimore, Md., found unreasonable. Reparation awarded.

Omaha Live Stock Exch. v. C., M. & St. P. Ry. Co., 69 I. C. C. 688.

745. Failure of defendants to absorb the full amount of the charges assessed for switching carload shipments of ordinary live stock to or from the public stockyards at Omaha, Nebr., in addition to the line-haul rate, Held (1) not unlawful in violation of section 15(5) of the interstate commerce act; (2) not unduly prejudicial against Omaha or unduly preferential of other live-stock markets; (3) not unduly prejudicial against the live-stock traffic at Omaha or unduly preferential of dead freight on which all switching charges are absorbed at Omaha. Complaint dismissed.

Swift & Co. v. Director General, 69 I. C. C. 695.

746. Switching charges on cottonseed oil, in carloads, at Atlanta, Ga., during Federal control, found to have been unreasonable. Reparation awarded.

Suzuki & Co. v. Director General, 69 I. C. C. 698.

747. Charges on black-steel sheets, in carloads, from Gary, Ind., to San Francisco, Calif., for export, found unreasonable. Reparation awarded.

Kalamazoo Tank & Silo Co. v. Director General, 69 I. C. C. 701.

748. Finding in original report, 60 I. C. C. 418, that storage charges on hollow building tile held on carrier's right of way at Boone, Iowa, were unreasonable, affirmed upon reconsideration.

Western Md. Ry. Co. v. Pa. R. R. Co., 69 I. C. C. 703.

749. Division, demanded by defendant, of rate on furnace or fluxing limestone, in carloads, from Bittinger, Pa., to Sparrows Point, Md., found not inequitable or otherwise unlawful. Complaint dismissed.

Union Bag & Paper Corp. v. Director General, 69 I. C. C. 711.

750. Upon further consideration of the record, findings of original report, 61 I. C. C. 424, modified in part.

Lumber from Calif. to Minn. and Wis., 69 I. C. C. 721.

751. Proposed increased rates on lumber, in carloads, from California and other far Western States to St. Paul and Duluth, Minn., and other points in that vicinity found not justified. Suspended schedules ordered canceled and proceeding discontinued.

752. Authority denied transcontinental lines to continue lower rates from and to the above-named points than to intermediate points.

Refinite Co. v. Director General, 69 I. C. C. 724.

753. Rates on coal, in carloads, from Acme, Alger, and Dietz, Wyo., to Ardmore, S. Dak., found not unreasonable. Complaint dismissed.

Empire Cotton Oil Co. v. M., A. & S. R. R. Co., 69 I. C. C. 729.

754. Rates on cotton seed, in carloads, from points in North Carolina and South Carolina to Cordele, Ga., found unreasonable. Reparation awarded and reasonable rates prescribed for the future.

Cotton and cotton linters to Pacific coast ports, 69 I. C. C. 735.

755. Reduced rates on cotton and cotton linters, in carloads, from the territory lying generally west of the Mississippi River to the Pacific coast ports, for export to the Orient, equal to those proposed in the suspended schedules and substantially equal to those prescribed in *Reduced Rates, 1922*, 68 I. C. C. 676, being now in effect, investigation and suspension proceeding discontinued.

756. Present rates on cotton and cotton linters, in any quantity, from points in Texas, Oklahoma, Arkansas, and Louisiana to shipside, Galveston, Tex., for export to the Orient, found not unreasonable or unduly prejudicial. Complaint dismissed.

Hillebrand Co. v. Director General, 69 I. C. C. 740.

757. Rate on bituminous coal from Casselman, Pa., to St. George, Staten Island, N. Y., found unreasonable. Reparation awarded.

758. Rates on bituminous coal from points on the Baltimore & Ohio in the Meyersdale district in Pennsylvania to an industry on the Erie at Weehawken, N. J., found not unreasonable.

759. Charges collected on shipments of bituminous coal from mines on the Pennsylvania in the Clearfield, Pa., district, to an industry on the Erie at Weehawken, N. J., found to have been illegal. Reparation awarded.

Kansas Rock Salt Co. v. A., T. & S. F. Ry. Co., 69 I. C. C. 745.

760. Present rates on salt, in carloads, from Little River, Kans., to Chicago and East St. Louis, Ill., found unreasonable. Reasonable rates prescribed.

761. Rates on salt, in carloads, from Little River to South St. Paul, Minn., and to East St. Louis, Ill., found to have been unreasonable. Reparation awarded.

Midland Linseed Products Co. v. Director General, 69 I. C. C. 753.

762. Rates charged on linseed-oil meal, in carloads, from Undercliff, N. J., to Chicago, Ill., and North Hammond, Ind., except as to shipments moved over the New York Central lines, found not unreasonable or otherwise unlawful.

763. Rates charged on shipments which moved from Undercliff to Chicago over the New York Central lines found unreasonable to the extent that they exceeded

the aggregates of the intermediate rates contemporaneously in effect. Reparation awarded.

764. Present rates from and to the above points found not unreasonable or otherwise unlawful.

Canby Milling Co. v. C., St. P., M. & O. Ry. Co., 69 I. C. C. 758.

765. Rate on wheat, in carloads, prior to September 1, 1917, from Minneapolis, Minn., originating beyond, to Chicago, Ill., with milling-in-transit privilege at Canby, Minn., found unreasonable. Rates effective on that date and thereafter found not unreasonable. Complainant not shown to have been damaged as a result of any undue prejudice that may have existed.

Chicago Bridge & Iron Works v. Director General, 69 I. C. C. 761.

766. Rates on structural iron and steel, in carloads, from Pittsburgh, Pa., to points in trunk-line and New England territories, fabricated in transit at Greenville, Pa., found not unreasonable, but unduly prejudicial to the extent that they result in higher total charges than those applicable under the rates and regulations contemporaneously applied by defendants to the transportation of similar shipments moving through Greenville and fabricated in transit at Meadville, Pa., Binghamton and Elmira, N. Y., and Paterson, N. J., Undue prejudice ordered removed.

767. Fourth-section relief granted.

NOTE.—70, 71, and 72 I. C. C. are confined exclusively to finance reports.

Wilson & Co. v. Director General, 73 I. C. C. 1.

768. Rate on sweet-pickled and dry-salt meat, in carloads, from Rockford, Ill., to Oklahoma City, Okla., found unreasonable. Reparation awarded.

Coal from B. & L. E. R. R. stations to B., R. & P. Ry. stations, 73 I. C. C. 5.

769. Proposed cancellation of joint rates applicable to the interstate transportation of bituminous and cannel coal, in carloads, from Bessemer & Lake Erie Group No. 1 points in Pennsylvania to stations on the Buffalo, Rochester & Pittsburgh in Pennsylvania and New York, found not justified. Suspended schedules ordered canceled and proceeding discontinued.

Love-Warren-Monroe Co. v. C., M. & St. P. Ry. Co., 73 I. C. C. 7.

770. Rates on table oilcloth, in carloads, from Rock Island, Ill., and Peekskill, N. Y., to Tacoma, Wash., found unreasonable. Reparation awarded and waiver of undercharges authorized.

Southern Ohio Power Co. v. Director General, 73 I. C. C. 10.

771. Rates on coal from mines at Floodwood, Ohio, to complainant's plant at that place found not unreasonable.

Boston Woven Hose & Rubber Co. v. Director General, 73 I. C. C. 13.

772. Rate charged on rubber shoddy, in carloads, from Plymouth, Mass., to East Cambridge, Mass., during Federal control found unreasonable. Reparation awarded.

Boots and shoes from Boston, 73 I. C. C. 16.

773. Proposed water-and-rail rate on boots and shoes, any quantity, from Boston, Mass., and Providence, R. I., to Petersburg, Richmond, and South Richmond, Va., representing increase on leather footwear and reduction on rubber footwear justified, subject to the general 10 per cent reduction of July 1, 1922. Suspended schedules ordered canceled without prejudice to the publication of schedules in conformity with the findings.

Buckeye Pipe Line Co. v. B. & O. R. R. Co., 73 I. C. C. 19.

774. Rates on bituminous coal, in carloads, from Century, W. Va., to Pump Station, Ohio, found unreasonable to the extent that the factor from Strongsville to Pump Station exceeded or exceeds the rates fixed. Maximum reasonable factor prescribed and reparation awarded.

Stetson, Cutler & Co. v. Director General, 73 I. C. C. 24.

775. Rate charged from St. Leonard, New Brunswick, to Griswold, Me., on three carloads of bituminous coal, found unreasonable. Reparation denied for lack of proof.

Cannelton Sewer Pipe Co. v. Director General, 73 I. C. C. 27.

776. Rates on bituminous coal, in carloads, from mines in the Booneville, Ind., district to Huntingburg, Tell City, and Cannelton, Ind., during Federal control, found unreasonable. Reparation awarded.

Newton Coal Co. v. Director General, 73 I. C. C. 33.

777. Charges assessed for the movement from Angora to Paschal and Fifty-second Street, within the corporate limits of Philadelphia, Pa., of anthracite coal, in carloads, originating at mines in Pennsylvania, found unreasonable. Reparation awarded.

Empire Refineries v. Director General, 73 I. C. C. 37.

778. Rate on refined oil, in tank-car loads, from Ponca City to Beaver, Okla., during Federal control found unreasonable. Reparation awarded.

779. Applicable rates from Oklahoma City, Okla., to Beaver found not unreasonable.

York Mfrs. Asso. v. P. R. R. Co., 73 I. C. C. 40.

780. Upon the facts of record, the use of the terminal facilities of the Pennsylvania Railroad at York, Pa., by the Western Maryland Railway not shown to be in the public interest.

781. The practice of the Pennsylvania Railroad and the Western Maryland Railway of each extending to the other the use of its tracks to effect terminal receipt and delivery of carload freight at industries within a limited zone in York found unduly prejudicial to shippers in York without the zone.

782. The practice of the Pennsylvania Railroad in interchanging at York and switching carload traffic to and from its junction with the Maryland & Pennsylvania Railroad within the city not found unduly prejudicial to the Western Maryland Railway, its patrons, or their traffic.

Hood Coal Co. v. M. V. T. Co., 73 I. C. C. 54.

783. In connection with the transportation of coal from mines between Shinnston and Binghamon Junction, both in West Virginia, to points in other States, the Monongahela Power & Railway, an electric line, held to be a common carrier subject to the provisions of the act.

784. Present carload combination rates found not unreasonable or otherwise unlawful and prayer for joint rates denied.

Classes and commodities from Illinois, Indiana, Kentucky, and Missouri, 73 I. C. C. 59.

785. Proposed increased class and commodity rates from St. Louis, Mo., East St. Louis, Ill., and other points in Illinois, Indiana, Kentucky, and Missouri to certain branch-line points on the Chesapeake & Ohio found not justified. Suspended schedules ordered canceled.

Rates on bunker coal, 73 I. C. C. 62.

786. Upon investigation into and concerning the propriety of rates on bunker coal which are lower than the rates from the same points of origin to the same ports on similar kinds of coal for local delivery, not into vessels, *Held*, That the maintenance of such lower rates on coal for delivery at ports to vessels, whether as cargo or for bunker purposes, is not in violation of the fourth section of the interstate commerce act or otherwise unlawful.

Standard time zone investigation, 73 I. C. C. 78.

787. Orders defining limits of United States standard eastern and central time zones, 51 I. C. C. 273, 53 I. C. C. 208, and 66 I. C. C. 566, modified in part, so as to include the territory embraced within the corporate limits of the city of Detroit, Mich., in the first zone.

Certain-Teed Products Corp. v. A., T. & S. F. Ry. Co., 73 I. C. C. 82.

788. Rates on prepared roofing, asphalt shingles, building and roofing paper, roofing cement, and related articles, in carloads, from Marseilles and East St. Louis, Ill., to interior jobbing points in Minnesota, the Dakotas, Nebraska, and Kansas, found unjust and unreasonable; also unduly prejudicial, as compared with the rates on the same articles to Duluth, Minn., the Twin Cities, and Missouri River cities. Reasonable and nonprejudicial rates prescribed.

789. Rates on prepared roofing, asphalt shingles, and related commodities, in straight or mixed carloads, from Marseilles and East St. Louis, Ill., to Colorado common points, found unreasonable to the extent that they exceed, or may exceed, the rates on building paper.

790. Original finding that the rates on prepared roofing, asphalt shingles, building and roofing paper, roofing cement, and related articles, from Marseilles and East St. Louis, Ill., to points in Wyoming and Montana are not unreasonable or unduly prejudicial, affirmed.

791. Original finding with respect to the uniform commodity description for application throughout the territory involved, affirmed.

792. Proposed increases in the rates on prepared roofing, asphalt shingles, building and roofing paper, roofing cement, and related articles from St. Louis, Mo., East St. Louis, Marseilles, Peoria, Vandalia, and Chicago, Ill., and related points, to Missouri River cities and related points, the Twin Cities, Duluth, Minn., and points west thereof, and from the Twin Cities and Duluth to Chicago, Peoria, and related points and to Missouri River cities, and in the proportional rates on the same commodities from the Mississippi River crossings applicable on traffic from beyond the Indiana-Illinois State line, to the Missouri River crossings, found not justified. Suspended schedules ordered canceled. Reasonable and nonprejudicial rates authorized. Original order in 63 I. C. C. 65, modified.

United Chemical & Organic Products Co. v. Director General, 73 I. C. C. 100.

793. Discontinuance by the Indiana Harbor Belt Railroad Co. of the performance of switching service at complainants' plants while exacting rates including such service found to have resulted in unreasonable and unduly prejudicial charges for interstate transportation. Reparation awarded. Original report, 60 I. C. C. 523.

Cincinnati Grain & Hay Exchange Co. v. B. & O. R. R. Co., 73 I. C. C. 104.

794. Practices of carriers with respect to the collection and adjustment of charges on grain, in carloads, stopped in transit at Cincinnati, Ohio, and Louisville, Ky., found illegal as not in accordance with the tariffs. Certain of these practices condemned; others found not unjust or unreasonable.

Brooks-Scanlon Lumber Co. v. Director General, 73 I. C. C. 109.

795. The decision in *Lumber Carload Minima*, 68 I. C. C. 98, affords the relief sought by complainants in this proceeding with respect to a reasonable and definite rule for determining carload minima on lumber from Bend, Oreg., to various interstate destinations. Reparation denied. Complaint dismissed.

Minn. & Ont. Paper Co. v. N. P. Ry. Co., 73 I. C. C. 113.

796. Upon further consideration maximum reasonable rates and relationships determined on certain kinds of paper and paper articles, in carloads, from points in Wisconsin, Minnesota, and Michigan to Deadwood, S. Dak., as a typical destination in western South Dakota. Previous report, 66 I. C. C. 571.

Routing of transcontinental grain, 73 I. C. C. 116.

797. Proposed restricted application of commodity rates on grain and grain products, in carloads, from points in Kansas, Nebraska, and eastern Colorado to north Pacific coast and California terminals and to intermediate points found not justified. Suspended schedules ordered canceled, without prejudice to the filing of schedules in conformity with the findings herein.

Lawton Refining Co. v. Director General, 73 I. C. C. 121.

798. Findings in original report, 62 I. C. C. 480, that rate of 9 cents per 100 pounds charged on numerous shipments of crude petroleum, in carloads, from Junction City, Okla., to Lawton, Okla., during Federal control was unreasonable and that reparation should be awarded, affirmed.

Southern Carbon Co. v. M. P. R. R. Co., 73 I. C. C. 123.

799. Rates charged on secondhand iron and steel articles, in straight and mixed carloads, from Coalton, Okla., to Swartz, La., found unreasonable. Reparation awarded.

Russell Bros. v. Director General, 73 I. C. C. 125.

800. Upon further hearing reparation awarded on range cattle, in carloads, from Rock Springs, Wyo., to Storey, Calif. Original report, 61 I. C. C. 671.

Rothschild Co. v. Director General, 73 I. C. C. 126.

801. Shipments of peanut hulls, in carloads, from points in Texas to Lake Charles and Crowley, La., found overcharged. Reparation awarded.

Du Pont de Nemours & Co. v. Director General, 73 I. C. C. 129.

802. Charges collected and present rates on crude anthracene, in car lots, from various points in central territory, and from Ensley, Ala., to Carneys Point, N. J., and Frankford, Pa., found not unreasonable. Complaints dismissed.

Indiana Reduction Co. v. Director General, 73 I. C. C. 134.

803. Rate on ground garbage tankage, in carloads, from Dupu, Ill., to Little Rock, Ark., found unreasonable. Reparation awarded.

Morris & Co. v. Director General, 73 I. C. C. 137.

804. Rates charged prior to May 25, 1921, on fresh-meat bones, in carloads, to Camden, N. J., from South St. Paul, Minn., Sioux City, Iowa, South Omaha, Nebr., Kansas City, Mo.-Kans., Fort Worth, Tex., Chicago and East St. Louis, Ill., and New York, N. Y., found illegal. Reparation awarded.

805. Fourth-class rates effective May 25, 1921, on fresh-meat bones, in carloads, from and to the same points, found unreasonable. Reasonable rates for the future prescribed and reparation awarded.

Rosin & Turpentine Export Co. v. A. C. L. R. R. Co., 73 I. C. C. 141.

806. Rate on rosin, in carloads, from Savannah, Ga., to South Amboy, N. J., found not unreasonable. Complaint dismissed.

Atlantic Refining Co. v. Director General, 73 I. C. C. 143.

807. Charges collected for the movement from Providence, R. I., freight yards to complainant's private siding within the city of Providence, of two tank-car loads of lubricating oil shipped from Point Breeze, Philadelphia, Pa., found to have been illegal. Reparation awarded.

Combination Rule on Petroleum, 73 I. C. C. 146.

808. Respondents' proposal to except proportional rates on petroleum oil and its products, of the Midland Continental, from application of rule for making combination rates found not justified. Suspended schedules ordered canceled and proceeding discontinued.

West Virginia Rail Co. v. B. & O. R. R. Co., 73 I. C. C. 149.

809. Defendants required to remove undue prejudice found in our original report, 53 I. C. C. 652, to exist in rates on new light iron and steel rails, in carloads, from Huntington, W. Va., to certain points in Buffalo-Pittsburgh and central territories as compared with rates from Pittsburgh and Johnstown, Pa., Newark, Ohio, and Cumberland, Md.

Wilbur Lumber Co. v. Director General, 73 I. C. C. 152.

810. Former rates on bituminous coal from Indiana and Illinois mines to destinations in Illinois and Wisconsin, including those charged for intrastate movements in Illinois during Federal control, found unjust and unreasonable. Reparation awarded.

811. Rates on anthracite and bituminous coal from mines in Pennsylvania, Maryland, Ohio, West Virginia, Kentucky, and Tennessee to destinations in Illinois and Wisconsin, found justified.

Chicago Coal Merchants Asso. v. Director General, 73 I. C. C. 161.

812. Rates on coal from various producing regions to the Chicago switching district higher to some deliveries than to Chicago itself found not unreasonable or unduly prejudicial.

813. Rates to points just beyond the Chicago district based on the Chicago combinations found unduly prejudicial to the extent indicated.

Freeman & Boettcher v. A., T. & S. F. Ry. Co., 73 I. C. C. 178.

814. Increased divisions of joint rates accorded complainant on bituminous coal, in carloads, from mines on its line in the Oak Hills, Colo., district to destinations on the lines of certain defendants in Wyoming, Kansas, Nebraska, Iowa, North Dakota, and South Dakota. Adjustment required.

Reduced Rates, 1922, 73 I. C. C. 189.

815. Petition of receivers of Denver & Salt Lake Railroad Co. to be excluded from findings in original report, 68 I. C. C. 676, denied as to interstate rates on coal. Order entered requiring reduction therein.

Constantin Refining Co. v. Director General, 73 I. C. C. 197.

816. Rates on petroleum and its products from Devol, Frederick, and Altus, Okla., to destinations considered in *Midcontinent Oil Rates*, 36 I. C. C. 109, found unreasonable and unduly prejudicial to the extent that they exceed rates from the Burk-burnett group in Texas.

817. Rates from the same points of origin to destinations in Texas found unreasonable and unduly prejudicial to the extent that they exceed for like distances rates contemporaneously in effect from Shreveport, La., to destinations in Texas. Defendants required to establish rates in conformity with the findings.

Rath Packing Co. v. Director General, 73 I. C. C. 203.

818. Rates on fresh meats and packing-house products, in mixed carloads, from Waterloo, Iowa, to Galesburg and Macomb, Ill., found unreasonable. Reparation awarded. Former report, 57 I. C. 170, reversed.

Empire Refineries v. Director General, 73 I. C. C. 207.

819. Rates on gas and fuel oils, in tank-car loads, from Independence, Kans., Ponca City, Cushing, Okmulgee, and Oklahoma City, Okla., to Fremont, Nebr., found unreasonable and unduly prejudicial. Reasonable maximum rates prescribed for the future. Reparation awarded.

Lassen Lumber & Box Co. v. Director General, 73 I. C. C. 212.

820. Rates charged on logs, in carloads, from Facht to Susanville, Calif., during Federal control found not unreasonable or otherwise unlawful, except to the extent that they exceeded those on basis of which refund has already been made by the Director General of Railroads. Complaint dismissed.

Illinois Brick Co. v. Director General, 73 I. C. C. 215.

821. Rates on common brick, in carloads, from Shermerville, Ill., to Chicago, Ill., and intermediate points, and to Buena Park and Evanston, Ill., and stations between those points, during Federal control, found not unreasonable. No damage shown by reason of the unjust discrimination and undue prejudice alleged. Complaint dismissed.

Standard Rail & Steel Co. v. M. P. R. R. Co., 73 I. C. C. 219.

822. Rates on scrap iron, in carloads, from Hot Springs and Pine Bluff, Ark., to Quincy, Ill., found unreasonable to the extent that they exceeded the contemporaneous aggregates of intermediate rates, subject to the interstate commerce act, based on East St. Louis, Ill. Reparation awarded and measure of maximum reasonable rates prescribed for the future.

Empire Refineries v. Director General, 73 I. C. C. 221.

823. Rate on kerosene in carloads from Okmulgee, Okla., to Greenup, Ill., found unreasonable. Reparation awarded.

Ball, Seligman & Co. v. N. Y., P. & N. R. R. Co., 73 I. C. C. 223.

824. Rates on mine props, in carloads, from points in Virginia to points in Pennsylvania found unreasonable. Reparation awarded.

Dashields & Co. v. Director General, 73 I. C. C. 225.

825. Storage charges on fruits and vegetables at Bolton Station, Baltimore, Md., found not unreasonable or otherwise unlawful. Complaint dismissed.

Murfreesboro Board of Trade v. L. & N. R. R. Co., 73 I. C. C. 228.

826. Original report in 55 I. C. C. 648 modified and fourth-section relief granted the Tennessee Central Railroad to continue to maintain lower rates on classes and commodities to Nashville, Tenn., than are contemporaneously maintained on like traffic to intermediate points on that road.

Boston Chamber of Commerce v. O. S. S. Co., 73 I. C. C. 233.

827. Class and commodity rates from Boston, Mass., and Providence, R. I., via ocean-and-rail route and from interior New England via rail-ocean-and-rail route to points in the Southeast, found not unreasonable or unduly prejudicial as compared with like rates from New York, N. Y., and points basing thereon. Complaint dismissed.

Nev. P. S. Commission v. S. P. Co., 73 I. C. C. 240.

828. Rates on sugar, canned fruits and vegetables, oranges and dried or evaporated fruits, in carloads, from points in California and Utah to points in Nevada, not shown to be unreasonable or otherwise in violation of the act. Complaint dismissed.

Davenport Commercial Club v. Director General, 73 I. C. C. 251.

829. Rates on fuel and gas oils, in tank-car loads, from points of origin named in Agent Boyd's tariff I. C. C. No. A-916 to certain destinations in Iowa and Illinois found unreasonable and unduly prejudicial. Reasonable and nonprejudicial relationship of rates prescribed for the future, and reparation awarded on certain shipments.

Swift & Co. v. Director General, 73 I. C. C. 259.

830. Rate of \$1.125 per 100 pounds on import and domestic shipments of coconut, peanut, soya-bean, cottonseed, sesame, and whale oils in carloads, from Pacific coast points to destinations east of the Rocky Mountains, found not unreasonable or unjustly discriminatory. No damage shown from any undue prejudice which may have existed. Complaints dismissed.

831. Rate on import shipments of inedible vegetable tallow, in carloads, from Tacoma, Wash., to Philadelphia, Pa., found unreasonable. Reparation awarded.

Auto Gas & Oil Co. v. Director General, 73 I. C. C. 268.

832. Rates charged on gasoline, in carloads, from California points to Butte, Mont., found unreasonable. Reparation awarded.

Walrath & Sherwood Lumber Co. v. Director General, 73 I. C. C. 271.

833. Rates on hard coal from Itasca, Wis., to Mount Clare, Nebr., and on coke from St. Louis, Mo., Woodward, Ala., and Youngstown, Ohio, to destinations in Nebraska found not unreasonable. Complaint dismissed.

Keystone Elevator & Warehouse Co. v. Director General, 73 I. C. C. 273.

834. Complaint alleging that allowances made for services rendered during Federal control were unreasonably low dismissed.

Humble Oil & Refining Co. v. Director General, 73 I. C. C. 275.

835. Charges collected on 34 carloads of pipe, boilers, and oil-well supplies from points in Pennsylvania, Ohio, and West Virginia to Gorman, Burkburnett, Cisco, and Ranger, Tex., found to have been illegal. Reparation awarded.

Rockwood Sprinkler Co. v. Director General, 73 I. C. C. 277.

836. Rate on two carloads of cast and wrought iron pipe, fittings, and valves from Chicago, Ill., to Gueydan, La., found unreasonable. Reparation awarded.

Armstrong Cork & Insulation Co. v. P. R. R. Co., 73 I. C. C. 279.

837. Rate charged on mixed shipments of insulating brick and cement from Beaver Falls, Pa., to Paulsboro, N. J., found not unreasonable. Complaint dismissed.

Iten Biscuit Co. v. Director General, 73 I. C. C. 281.

838. Rates on crackers and cookies, in carloads, from Omaha, Nebr., to St. Joseph, Mo., Kansas City, Mo., and Topeka, Kans., found not unreasonable. Complaint dismissed.

Phoenix Chamber of Commerce v. Director General, 73 I. C. C. 284.

839. Rates on fresh fruits and vegetables, in mixed carloads, from Los Angeles, Calif., and group points to Tucson, Ariz., found unreasonable. Reasonable maximum rate prescribed and reparation awarded.

Arizona Copper Co. v. Director General, 73 I. C. C. 287.

840. Charges collected on copper bullion, based on carload minimum, from Clifton, Ariz., to New York, N. Y., found unreasonable to the extent that they exceeded charges based on actual weight. Reparation awarded.

Devereux Co. v. Director General, 73 I. C. C. 289.

841. Charges on hay, in carloads, from points in Minnesota, North Dakota, and South Dakota to destinations in Montana found not unreasonable. Complaint dismissed.

Douglas Chamber of Commerce & Mines v. Director General, 73 I. C. C. 292.

842. Rates on apples, in carloads, from points in Idaho, Oregon, and Washington, and on potatoes, in carloads, from Pocatello, Idaho, to Bisbee, Douglas, and Nogales, Ariz., found unreasonable and unduly prejudicial for the future. Reasonable and nonprejudicial rates prescribed.

Elimination of transit privileges on export cotton, 73 I. C. C. 299.

843. Proposed schedules prohibiting transit privileges, including recompression or high-density compression, at Texas ports, and limiting the application of the export rates on cotton moving under through export bills of lading to traffic delivered direct to ship side, found not justified. Suspended schedules ordered canceled and proceeding discontinued.

Restriction in routing on traffic, 73 I. C. C. 305.

844. Proposed schedules by which the application of joint rates from Pacific Northwest to points on or via the Fort Worth & Denver City and Wichita Valley Railways would be restricted to the route via Texline, Tex., found justified. Suspended schedules ordered canceled, and proceeding discontinued, without prejudice to respondents' right to refile the schedules, effective on five days' notice, with fourth-section violations eliminated.

Switching at Mason City, 73 I. C. C. 308.

845. Proposed increases by respondent in its charges for switching at Mason City, Iowa, between industries on its rails and connecting lines and between connecting lines, found not justified. Suspended schedules ordered canceled and proceeding discontinued.

Peters Cartridge Co. v. Director General, 73 I. C. C. 311.

846. Rail-and-lake rates on small-arms ammunition, in carloads, from Kings Mills, Ohio, via Cleveland, Ohio, to Duluth, Minn., found not unreasonable, but unduly prejudicial. Undue prejudice ordered removed.

Weatherford, Crump & Co. v. A. & S. Ry. Co., 73 I. C. C. 315.

847. Rate on cotton, any quantity, compressed in transit, from Texas common-point territory to Galveston, Tex., for export found unreasonable. Reparation awarded.

Kansas City, Mexico & Orient Divisions, 73 I. C. C. 319.

848. Divisions of joint rates on traffic interchanged between the Kansas City, Mexico & Orient lines and their connections found to be unjust, unreasonable, and inequitable. Just, reasonable, and equitable divisions prescribed.

Nevada-California-Oregon Divisions, 73 I. C. C. 330.

849. Divisions of joint freight rates accorded the Nevada-California-Oregon Railway by the Southern Pacific Company found to be unjust, unreasonable, and inequitable. Just, reasonable, and equitable divisions prescribed.

California Sugar & White Pine Co. v. Director General, 73 I. C. C. 338.

850. Refusal of defendant to refund in United States currency, without discount, charges collected in Canadian currency in excess of those applicable for the transportation of lumber, in carloads, from points in California to points in the Province of Ontario, Canada, found not to have resulted in unjust, unreasonable, or unjustly discriminatory charges. Reparation for overcharges awarded.

Increased rates between Ruston and Texas points, 73 I. C. C. 341.

851. Proposed increases in rates between Ruston, La., and Texas points found not justified. Suspended schedules ordered canceled without prejudice to the filing of schedules establishing certain reductions proposed by respondents.

852. Fourth-section relief denied.

S. Dak. R. R. Commissioners v. Director General, 73 I. C. C. 347.

853. Rates on grain and grain products from points in eastern South Dakota to all destinations in Iowa found unjust, unreasonable, and unduly prejudicial. Bases for maximum just, reasonable, and nonprejudicial rates prescribed.

854. Failure of the Chicago & North Western and the Chicago, Milwaukee & St. Paul to provide for transit at intermediate milling points in eastern South Dakota found unduly prejudicial. Establishment required of transit arrangements at direct rates, with prescribed charges for out-of-line or back hauls.

Port Arthur Chamber of Commerce v. T. & F. S. Ry. Co., 73 I. C. C. 361.

855. Refusal of the Kansas City Southern to interchange export and import carload traffic at Port Arthur, Tex., not found unreasonable. Complaint dismissed and related investigation and suspension proceeding discontinued.

Cancellation of commodity rates on strawberries, 73 I. C. C. 365.

856. A joint agency tariff, to which the Southern Railway is a party, names rates on berries, without restriction as to kind. A later tariff of the Southern's own issue names rates between the same points on strawberries, in crates of sizes the same as and additional to those provided for in the agency tariff, which has never been specifically canceled. Held, that as to crates of sizes common to both tariffs the rates in the later tariff were not legally established, and their proposed cancellation has been justified; and that as to crates of sizes provided for only by the later tariff, as to which there is no conflict, the rates in the later tariff were legally established, and their proposed cancellation has not been justified.

Team track switching at Argentine, 73 I. C. C. 367.

857. Proposed cancellation of switching charges between respondent's team tracks at Argentine, Kans., and connecting lines at Kansas City, Mo.-Kans., found not justified. Suspended schedules ordered canceled.

So. Cotton Oil Co. v. Director General, 73 I. C. C. 372.

858. Rates on copra oil, in carloads, from points in Louisiana, Mississippi, Tennessee, and Arkansas to certain destinations found unreasonable. Reparation awarded. Rate basis prescribed from Newport, Ark., to Memphis, Tenn.

Nonabsorption of switching charges, 73 I. C. C. 376.

859. Proposed nonabsorption by respondents of switching charges of Kansas City Railways Co. on traffic to and from that company's power house at Second and Locust Streets, Kansas City, Mo., found justified.

Sugar from Baton Rouge, 73 I. C. C. 382.

860. Proposed increased rates on sugar from Baton Rouge, La., to Gulfport, Miss., and Mobile, Ala., found justified for application to less-than-carload but not to carload traffic. Order of suspension vacated as to the former, and schedules covering the latter required to be canceled without prejudice to the publication of new schedules in conformity with the findings herein.

Tobacco from Ohio River crossings, 73 I. C. C. 384.

861. Proposed changes in rates on unmanufactured tobacco, including both increases and reductions, from Ohio River crossings and adjacent points in western Kentucky and northwestern Tennessee to Gulf ports for export found justified. Orders of suspension vacated and proceeding discontinued.

Commodity rates from northern points, 73 I. C. C. 389.

862. Proposed changes in commodity rates to Bristol, Tenn.-Va., and related points found not justified except as indicated in report. Respondents required to cancel proposed schedules found not justified and authorized to file new schedules establishing rates in accordance with maximum bases prescribed.

Cancellation of L. C. L. commodity rates, 73 I. C. C. 396.

863. Proposed cancellation of interstate less-than-carload commodity rates from St. Louis and related points to points in southeastern Missouri on bagging, canned goods, salt, vegetables, and fruit found justified. Order of suspension vacated and proceeding discontinued.

Manure from New Orleans, 73 I. C. C. 400.

864. Proposed increased rates on stable manure, in carloads, from New Orleans, La., to points in Mississippi and Alabama found not justified. Suspended schedules ordered canceled.

Reconsignment of lumber, 73 I. C. C. 404.

865. Proposed reduction by Missouri Pacific of reconsignment charge on lumber and other forest products, in carloads, at Dupo, Ill., found not justified. Suspended schedules ordered canceled and proceeding discontinued.

866. Complaint in No. 13921, satisfied by the establishment by defendants of uniform reconsigning charges heretofore approved by us, dismissed.

Silica from southern Illinois, 73 I. C. C. 406.

867. Proposed increased rates on silica, in carloads, from southern Illinois points to destinations in eastern territory found not justified. Suspended schedules ordered canceled. Fourth-section relief denied.

Inspection of locomotive boilers, 73 I. C. C. 761.

868. Report to the Senate relative to alleged violations of the provisions of the Federal locomotive boiler inspection act.

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APPENDIX E.

DIGEST OF FEDERAL COURT DECISIONS.

DIGEST OF FEDERAL COURT DECISIONS.

A discussion of court decisions involving injunctions to restrain enforcement of orders of this commission and of decisions relative to criminal violations of the law can be found in the text of this annual report. The decisions abstracted herein involve questions of railway regulations which are closely related to matters arising before commissions.

IN THE SUPREME COURT.

REPARATION.

In *Pa. R. R. Co. v. Weber*, decided November 7, 1921, it was held that a shipper may recover in a suit upon a reparation order of the commission, based upon a finding of illegal discrimination in the distribution of coal cars, where there is testimony fairly tending to show that a recovery of damages in a sum at least equal to the commission's award was justified because of unfair practices in the distribution of coal cars in times of shortage, condemned by the commission, although it may appear that the sum awarded by the commission was actually based upon an erroneous calculation.

DISQUALIFICATION BY INTEREST FOR FIXING RATES.

In *Springfield Gas & Elec. Co. v. Springfield*, decided November 7, 1921, it was held that a city council has no such interest in a municipally owned electric plant as to make it incompetent to fix rates.

INTERSTATE COMMERCE.

In *Crescent Cotton Oil Co. v. Miss.*, decided November 14, 1921, it was held that the fact of itself that an article, when in the process of manufacture, is intended for export into another State does not render it an article of interstate commerce.

In *Dahnke-Walker Milling Co. v. Bondurant*, decided December 12, 1921, it was held that where goods are purchased in one State for transportation to another the purchase is interstate commerce quite as much as is the transportation.

In *Stafford v. Wallace*, decided May 1, 1922, it was held that the business done in the various stockyards of the country by commission men and live-stock dealers, between the receipt of the live stock from the ranges and the farms of the West, in the yards, and the shipment of them therefrom to consumers in the East, is a part of interstate commerce, or is so associated with it as to bring it within the power of Federal regulation.

In *Hill v. Wallace*, decided May 15, 1922, it was held that sales of grain on a board of trade for future delivery are not, in and of themselves, interstate commerce.

In *United Mine Workers v. Coronado Coal Co.*, decided June 5, 1922, it was held that coal mining is not interstate commerce, and that the power of Congress does not extend to its regulations as such.

ORIGINAL JURISDICTION OF SUPREME COURT TO SET ASIDE COMMISSION'S ORDER.

In *North Dakota Ex. Rel. v. C. & N. W. Ry. Co.*, decided January 23, 1922, it was held that the Federal Supreme Court will not entertain original jurisdiction of a bill filed by a State against certain named railway companies to prevent them from applying an order of the commission increasing interstate rates, until the Supreme Court can review the decision upon which that order was made, but the State will be permitted to the remedy afforded by the Federal statutes, viz, a suit in the district court, to which the United States is made a party.

INTERPRETATION OF RAILROAD TARIFFS BY STATE COURTS.

In *Schaff v. Famechon Co.*, decided February 27, 1922, it was held that a decision of a State court so interpreting the Federal interstate commerce act and a rule of the commission respecting the filing and posting of rates as to render essential the filing of tariffs at stations at the points of origin of shipments does not involve the validity of an authority exercised under the United States, so as to be reviewable in the Federal Supreme Court on writ of error, where the State court did not question the Federal power to enact the statute, nor the authority of the commission to make the rule.

CUMMINS AMENDMENT.

In *Gooch v. O. S. L. R. R. Co.*, decided February 27, 1922, the court held that the prohibition in the Cummins amendment of any requirement by railway carriers fixing less than 90 days for giving notice of claims in respect of goods did not establish a public policy that would invalidate a stipulation in a drover's pass that the carrier shall not be liable for any injury to him upon the trip unless he or his personal representative shall, within 30 days after the injury, give notice in writing of his claim to the general manager of the carrier on whose line the accident occurred.

In *O. W. R. R. & N. Co. v. McGinn*, decided April 10, 1922, it was held that the common-law liability of the initial carrier only is dealt with and modified by the Cummins amendment. It leaves the relation of all connecting carriers, including the terminal carrier, to the shipper or consignee and to each other, entirely unaffected.

In *C. & N. W. Ry. Co. v. Whitnack Produce Co.*, decided April 10, 1922, it was held that the common-law rule that a presumption arises that the injury occurred on the delivering carrier's lines when goods moving in interstate commerce, upon a through bill of lading, are delivered in bad condition, and the evidence shows that they were sound when received by the initial carrier, but does not affirmatively establish where the loss occurred, was not abrogated by the Cummins amendment.

COMPENSATION FOR CARRYING MAILS.

In *N. Y., N. H. & H. R. R. Co. v. United States*, decided February 27, 1922, it was held that compensation at express rates can not be recovered by a railway company for the service in connection with the transportation of gold which the Federal Government demanded as mail service, was rendered as mail service, and was paid for without protest as mail service, although the transaction may not have been mail service such as the railway company had contracted to perform, or within the classification of mail matter.

JUDICIAL RATE MAKING.

In *Newton v. Consolidated Gas Co.*, decided March 6, 1922, it was held that fixing a limit of \$1.20 per thousand cubic feet as a condition of enjoining a statutory 80-cent gas rate, found to be confiscatory, was not an abuse of the court's discretion to grant an injunction upon terms, but grave injustice may result from action of this kind, and the power should be very cautiously exercised. "Rate making is no function of the courts, and should not be attempted, directly or indirectly."

SUIT AGAINST DIRECTOR GENERAL.

In *Dahn v. Davis*, decided April 10, 1922, it was held that the United States, through its Director General of Railroads, may, under the Federal control act, be sued for any injury negligently caused on any line of railway in his custody precisely as a common carrier corporation operating such road might have been sued; and the recovery, if any, will be from the United States.

LAND-GRANT RAILROADS' FARES FOR TRANSPORTATION OF TROOPS.

In *L. & N. R. R. Co. v. United States*, decided April 10, 1922, it was held that a land-grant railroad can not recover from the United States the difference between its full tariff rates and the land-grant rates for transportation of officers and men who were, it claims, not troops of the United States, though in its service, where bills for their transportation at the land-grant rates were rendered by the carrier, and payment therefore was accepted on that basis.

DISTRIBUTION OF COAL CARS.

In *Lambert Run Coal Co. v. B. & O. R. R. Co.*, decided April 10, 1922, it was held that a suit to enjoin a carrier from observing its rule for the distribution of coal cars in times of car shortage is, where such carrier's rule is that prescribed by the commission, to which the carrier is bound to conform, a suit to stay an order of the commission, in which an injunction can be granted only by a court of three judges.

VALUATION.

In *Galveston Electric Co. v. Galveston*, decided April 10, 1922, it was held that good will and franchise value of a street railway system should be excluded from the base value of the property used in the public service when determining whether

a rate fixed by a municipal ordinance is confiscatory; neither should going concern value and development cost be included; nor should hypothetical brokerage fees be included.

In *Houston v. S. W. Bell Teleph. Co.*, decided May 29, 1922, it was held that a municipality which asserts that an ordinance did not and could not limit its telephone rate-making power for the future may not successfully assert that the telephone company, having accepted and acted upon the ordinance, is estopped to claim that it is not bound by the terms of the ordinance respecting the valuation basis for rate making.

INSPECTION FEES ON PROPERTY BROUGHT INTO STATE.

In *Texas Co. v. Brown*, decided April 17, 1922, it was held that inspection fees on a revenue basis, imposed on petroleum products brought into the State, which have reached their destination and are held in storage awaiting sale and distribution, do not unconstitutionally burden interstate commerce.

PRELIMINARY REPORT TO COMMISSION.

In *G. N. Ry. Co. v. Merchants Elevator Co.*, decided May 29, 1922, it was held that a preliminary resort to the commission for its decision is not essential to support the jurisdiction of the courts over cases involving a disputed question of construction of an interstate railway tariff, where no fact, evidential or ultimate, is in controversy and there is no occasion for the exercise of administrative discretion, the task to be performed being to determine the meaning of words of the tariff which were used in their ordinary sense, and to apply that meaning to the undisputed facts.

IN THE CIRCUIT COURT OF APPEALS.

INTERSTATE COMMERCE.

In *Farmers' Grain Co. v. Langer*, 273 Fed. 635, decided May 3, 1921, the court for the eighth circuit held that purchases of grain by elevators in North Dakota for shipment to terminal markets in another State, where 90 per cent of the annual crop of the State is marketed, and with reference to which the prices paid by the elevators are fixed, are a part of the unit of interstate commerce involved in the shipments.

In *Boyd v. United States*, 275 Fed. 16, decided July 7, 1921, the court for the fourth circuit held that the placing by a terminal company of a car containing an interstate shipment, under an order bill of lading, on its sidetrack to the warehouse of the consignee, but without surrendering possession to the consignee, is not a delivery which took the shipment out of interstate commerce.

In *Sloan v. United States*, 279 Fed. 562, decided March 27, 1922, the court for the eighth circuit held that interstate commerce is, among other things, passage of persons or property from one State to another.

In *Sharp v. United States*, 280 Fed. 86, decided April 27, 1922, the court for the fifth circuit held that a shipment of alcohol, which had been loaded into a car consigned to another State and was on the tracks of a belt line which performed only switching service in delivering the car to the carrier which was to haul it to destination, was already in "interstate shipment" within the Federal statute relating to larceny of goods in interstate commerce.

"SINGLE NATIONAL SYSTEM."

In *Globe & Rutgers Fire Ins. Co. v. Hines*, 273 Fed. 774, decided May 19, 1921, the court for the second circuit held that the Director General of Railroads, while operating the railroads under Federal control, operated the railroads as a single national system of transportation under a unified head or control, and not as separate companies or systems.

FALSIFYING ACCOUNTS OF INTERSTATE CARRIER.

In *Kennedy v. United States*, 275 Fed. 182, decided July 5, 1921, the court for the fourth circuit held that an indictment under the interstate commerce act for falsifying the records of an interstate carrier need not charge that such records were records prescribed by the Interstate Commerce Commission. It also held that memoranda kept by the car clerk of a railroad company, devised by him as a part of the system of his office, were records of the company.

DEMURRAGE CHARGES.

In *Sinclair Refining Co. v. Schaff*, 275 Fed. 769, decided August 2, 1921, the court for the eighth circuit held that under the interstate commerce act the charge of demurrage by a railroad company for detention of cars by a shipper or consignee is not a

matter of contract between the parties, but the rates fixed by the tariff schedules filed must be charged and enforced, and it is not a defense to an action to collect such charges that the detention was occasioned by a strike or was by orders of a sheriff prohibiting moving of the cars to prevent inciting mob violence.

FEDERAL BILL OF LADING ACT.

In *Ellis & Co. v. Davis*, 276, Fed. 400, decided October 25, 1921, the court for the fifth circuit held that an action by the holder of bills of lading for cotton, issued by the Director General of Railroads, for short delivery, was barred by the provision in the bills requiring suits for loss, damage, or delay to be brought within two years and one day after delivery, or, in case of failure to make delivery, within two years and one day after a reasonable time for delivery had elapsed.

In *N. Y. C. R. R. Co. v. Lazarus*, 278 Fed. 900, decided January 18, 1922, the court for the second circuit held that where an interstate carrier had on file two tariffs, one for shipments under the uniform bill of lading, and the other fixing a 10 per cent higher rate for shipments subject to the carriers common-law and statutory liability, a shipment of imported goods on which the freight was charged at the former rate, was subject to the uniform bill of lading provision, though no bill of lading was in fact issued.

In *Gillette Safety Razor Co. v. Davis*, 278 Fed. 864, decided February 21, 1922, the court for the fifth circuit held that where a bill of lading contained limitations on the time for giving notice, filing of claim, and commencement of suit, all valid under the statute, a failure to act within the time so limited is a bar to recovery against the carrier except for negligence, either through delay, or in loading or unloading, or in transit.

"PERIODS OF LIMITATION."

In the *Lazarus case*, *supra*, it was also held that the expression "periods of limitation," in the transportation act, 1920, providing that the period of Federal control shall not be computed as part of the periods of limitation, applies to limitations fixed by Federal or State statute.

JOINT RATES AND MILLING IN TRANSIT WITH TAP LINES.

In *St. L. S. W. Ry. Co. v. Bolinger*, 279 Fed. 564, decided March 7, 1922, the court for the fifth circuit held that a tap line, to be entitled to share in the division of joint rates, must be a common carrier, and not a mere plant facility, and to entitle a tap line to avail itself of milling in transit, it must make reports to the Interstate Commerce Commission and file or concur in the tariff.

CUMMINS AMENDMENT.

In *Simmons Hardware Co. v. So. Ry. Co.*, 279 Fed. 929, decided June 9, 1922, the court for the eighth circuit held that where the carrier offers the shipper the choice of two rates, the higher one for carriage subject to common-law liability and the lower one for carriage subject to certain exemptions from that liability, the lower rate was sufficient consideration for the exemption of the carrier's liability, especially where the exemption did not include the carrier's negligence.

It was further held in this case that the Cummins amendment, making the carrier liable for full value of goods lost in shipment, does not apply to a loss exempted by the bill of lading, but only to valuation in case of loss or damage for which the carrier is lawfully liable, especially where the bill of lading had been approved by the Interstate Commerce Commission, so as to be within the express exception in that statute.

CONFISCATORY RATES.

In *New Orleans v. O'Keefe*, 280 Fed. 92, decided April 1, 1922, the court for the fifth circuit held that where a city had no authority to make an irrevocable contract fixing street car fares it could not enforce, as a condition precedent to the right to continue to use its streets an ordinance fixing such fares after the fare so fixed had become confiscatory.

In *Louisville v. Louisville Home Teleph. Co.*, 279 Fed. 949, decided April 15, 1922, the court for the sixth circuit held that though a court can not in terms prescribe rates which may be charged by a corporation after confiscatory rates established by ordinance are enjoined, it can in effect accomplish the same result by refusing its aid

to a company which, after the issuance of such injunction, undertakes to collect an exorbitant rate.

In *City of Louisville v. Louisville Ry. Co.*, 281 Fed. 353, decided July 14, 1922, the court for the sixth circuit held that in the absence of a binding contract fixing street car fares, the company is not bound to continue to operate at a rate of fare which is in fact confiscatory, but has a right to invoke relief against the continued enforcement of such a rate.

REPARATION AFTER COMPLAINT.

In *L. V. R. R. Co. v. Markle Co.*, 279 Fed. 261, decided February 17, 1922, the court for the third circuit held that where, on the hearing before the commission of a petition against a carrier for reparation for unreasonable rates "heretofore and hereafter charged to petitioners," the commission has the power to award reparation for overcharges made after as well as before the filing of the petition.

CLASSIFICATION.

In *James v. Davis*, 280 Fed. 780, decided April 14, 1922, the court for the eighth circuit held that a note in the printed tariff and classification filed by a railroad company, stating that it was not obligated to furnish special poultry cars, and requiring shippers to pay the rental for such cars, which the company did not own, was not abrogated by a circular containing exceptions to the "classification" which did not contain the note, but provided a different classification and a lower rate for live poultry in carload lots. The carrier can not waive provisions of filed and published tariffs.

"INTRASTATE COMMERCE" DEFINED.

In *Yohn v. United States*, 280 Fed. 511, decided March 6, 1922, the court for the second circuit held that "intrastate commerce" is that commerce which is, during its whole course of transportation, within the jurisdiction of a single State.

PRIORITY OF CLAIM FOR FREIGHT CHARGES DUE RAILROAD ADMINISTRATION.

In *Tidewater Coal Exchange*, 280 Fed. 648, decided February 20, 1922, the court for the second circuit held that unpaid freight charges for shipments by a railroad during Federal control are property of the United States, and a claim therefor is entitled to priority.

LONG-AND-SHORT-HAUL SECTION.

In *Davis v. Parrington*, 281 Fed. 10, decided June 5, 1922, the court for the ninth circuit held that a greater rate for a shorter haul without the permission of this commission is illegal; that the long-and-short-haul clause is no longer limited to a single line; that the general rate increase order did not authorize new violations of the long and-short-haul clause; and that the recovery of an excess rate paid for a shorter haul is permissible without a resort to this commission.

IN THE DISTRICT COURTS.

CONFISCATORY RATES.

In *O'Keefe v. New Orleans*, 273 Fed. 560, decided April 21, 1921, the court for the eastern district of Louisiana held that a street railway company, under the laws of Louisiana, is without power to make a binding contract fixing a rate of fare during a term of years, especially when the rate so fixed becomes confiscatory.

In *P. S. Ry. Co. v. P. U. Commissioners*, 276 Fed. 979, decided October 12, 1921, the court for the district of New Jersey held that in a suit by a street railroad company to restrain, as confiscatory, an order of a State commission fixing passenger rates, the court will not consider whether the company is overcapitalized or overbonded, whether its management is or is not efficient, or whether the rate fixed is in itself just and reasonable, but only the question whether the rate is confiscatory of the company's property, because based on a valuation of the property less than its worth at the present time.

In *Alton Water Co. v. Ill. Com. Com.*, 279 Fed. 869, decided April 10, 1922, the court for the southern district of Illinois held that a utility company is entitled to charge such reasonable rates as will produce a fair net income sufficient to attract capital to it for investment.

DISCONTINUANCE OF SERVICE.

In *Lucking v. D. & C. N. Co.*, 273 Fed. 577, decided May 20, 1921, the court for the eastern district of Michigan held that the provision of the interstate commerce act requiring carriers to provide and furnish transportation on reasonable request therefor merely requires common carriers, when actually engaged in the transportation of passengers and property, to receive and carry such passengers and property as may be offered to them without discrimination, and does not prohibit a carrier by water from discontinuing its service, especially in view of the specific provision of subdivision 18 of section 1 that "no carrier by railroad subject to this act shall abandon all or any portion of a line of railroad, or the operation thereof," without permission of the Interstate Commerce Commission.

GENERAL INVESTIGATIONS AND SPECIAL CASES.

In *N. W. Bell Teleph. Co. v. Hilton*, 274 Fed. 384, decided March 17, 1921, the court for the district of Minnesota held that where a State commission commenced an investigation of telephone rates on its own initiative, and before completion of the investigation the telephone companies filed applications for increased rates temporarily, the two proceedings were independent, and relief in the subordinate proceeding need not await relief in the main proceeding, nor need the relief in the main proceeding depend on whether the relief in the subordinate proceeding was granted or denied.

DIVISION OF TELEPHONE TOLLS.

In *So. Bell T. & T. Co. v. Ga. R. R. Co.*, 274 Fed. 438, decided June 17, 1922, the court for the northern district of Georgia held that a State commission, having authority to make joint telephone rates and provide for their division, has the power to prescribe the division of tolls between a company operating general lines and a local company with whose exchange such general lines were connected, on messages going over the lines of both, as "joint tolls," and as a matter of public concern, the division of the tolls having such relation to the rates themselves as might make a change in the latter necessary. The court further held that where a statute gives power to a State commission to regulate telephone rates they can not be removed from such power by contracts between parties.

FEDERAL BILL OF LADING ACT.

In *Ellis & Co. v. Payne*, 274 Fed. 443, decided June 5, 1921, the court for the northern district of Georgia held that a provision in a bill of lading limiting the time of bringing suit for loss or damage to two years and one day after delivery of the property is valid and enforceable.

JOINT RATES BETWEEN EXPRESS COMPANIES.

In *American Ry. Express Co. v. Ga. R. R. Com.*, 274 Fed. 649, decided August 15, 1921, the court for the northern district of Georgia held that in making joint rates between express companies a public utility commission may not require one express company to make short hauls for a pro rata share of the joint rate, since to do so would be to require the carrier making the short haul to render service for an unjust and unreasonable rate.

DETENTION OF SHIPPER'S TANK CARS.

In *Francescour & Co. v. B. & O. R. R. Co.*, 274 Fed. 687, decided June 1, 1921, the court for the southern district of New York held that in the absence of a contrary regulation under the interstate commerce act a carrier is liable to a shipper for the unreasonable detention and use of the shipper's tank cars for the carrier's own purposes, contrary to the instructions of the shipper. It was shown that the tariff rule on file with the commission did not authorize such unreasonable detention.

INTERSTATE COMMERCE.

In *United States v. Yohn*, 275 Fed. 232, decided May 27, 1921, the court for the southern district of New York held that goods shipped between points in the same State, but passing through another State, are moving in interstate commerce. This was a criminal case under the Federal statute against stealing goods moving in interstate commerce, and the court construed that act as complementary to the general

regulation of railroads and as covering such commerce as the interstate commerce act itself covers.

In *Atlantic Coast Line R. R. Co. v. Ga. R. R. Com.*, 281 Fed. 321, decided June 23, 1922, the court for the northern district of Georgia held that a contract with a carrier determines the interstate character of the commerce with respect to rates; that the rate filed with this commission by the Director General of Railroads' agents is the binding rate; and that the rate fixed by the director general on last day of control governs during guaranty period.

MISJOINDER OF CARRIER WITH DIRECTOR GENERAL.

In *P. & R. Ry. Co. v. Laurel Coal Mining Co.*, 276 Fed. 1019, decided January 11, 1922, the court for the eastern district of Pennsylvania held that the effect of the Federal control act was to vest the railway operating income during Federal control in the United States so that, in a suit or a claim accruing to the United States during such control, the director general is the proper plaintiff and the carrier, having no remedial interest, is improperly joined as a plaintiff.

APPROVAL OF ISSUANCE OF CARRIERS' SECURITIES.

In *Miller v. United States*, 277 Fed. 95, decided May 20, 1921, the court for the southern district of New York held that the Interstate Commerce Commission, on application of a railroad for authority to issue securities, need make only such investigation as the commission considers necessary, which investigation may be informal.

IMPROVED METHODS OF OPERATION.

In *Chicago Rys. Co. v. Ill. Com. Com.*, 277 Fed. 970, decided January 9, 1922, the court for the northern district of Illinois held that, under the Illinois act the State commission can not force improved methods of operation by penalizing street railroad companies with a rate which will not return even operating expenses.

DEPRECIATION AS AFFECTING RATES.

In the *Chicago Rys. case, supra*, it was also held that "depreciation" in the property of street railroad companies, as affecting rates chargeable, means the loss in value of some destructible property over and above current repairs.

COMPARISON OF OPERATING COSTS.

In the *Chicago Rys. case, supra*, it was further held that in the absence of evidence that all businesses of the same nature are mismanaged, there is no better way of determining whether a street railroad is mismanaged for rate-making purposes than to compare its operating costs with other businesses of a similar character.

VALUATION OF RAILWAY PROPERTY.

In *Winona v. Wis.-Minn. L. & P. Co.*, 276 Fed. 996, decided March 5, 1921, the court for the district of Minnesota held that there can be no mathematical certainty in fixing the valuation of a public utility on which the owners are entitled to a fair return, nor can any formula be used in all cases; but the question is to be determined by a reasonable judgment based on proper consideration of all relevant facts.

In *Ga. Ry. & P. Co. v. R. R. Com.*, 278 Fed. 242, decided January 26, 1922, the court for the northern district of Georgia held that a franchise for a public utility is granted on the implied condition that it shall be used for the public benefit and at reasonable rates of charge to the public, and in computation of the value of the property used in the service by a public service commission for the purpose of establishing reasonable rates, which is only a method of enforcing such implied contract, the value of the franchise should not be taken into consideration, as it is neither taken nor impaired, but its use required according to the original contract.

The court also held in the last-mentioned case that in ascertaining the present value of physical property for rate-fixing purposes in a period of changing values, a decided tendency to higher or lower may be recognized and considered.

In the *Alton Water Co. case*, cited above, the court held that the Illinois commission, in ascertaining the value of the utility property for the purpose of determining the reasonableness of its rates, must consider the fair present value of the property as a going business, and the original investment or actual cost has no bearing on the question of rates, unless such cost was incurred under conditions and prices substantially the same as those prevailing at the date of the inquiry.

TARIFF RATES MUST BE PAID.

In *Great Northern Ry. Co. v. Hyder*, 279 Fed. 783, decided April 15, 1922, the court for the western district of Washington held that a consignee, accepting goods on mistaken representation that freight is paid, is bound to pay the freight charges. The court said: "The shipper, the carrier, and the consignee are all agents and trustees for the public, and no complications arising out of the agreements between them, or shuffling, should defeat the purpose of the act requiring the full and exact payment of the freight as fixed by the filed, posted, and published tariff."

REPAIRS TO DEFECTIVE CARS.

In *C. & N. W. Ry. Co. v. Minn. R. R. & W. Com.*, 280 Fed. 387, decided May 15, 1922, the court for the district of Minnesota held that a State statute regulating car repair shops and requiring repairs to defective cars at place where defect discovered, is in conflict with the Federal safety appliance act.

JURISDICTION OF LABOR BOARD.

In the last-cited case, it was also held that the jurisdiction of the Railroad Labor Board, under the transportation act, 1920, is confined to disputes arising between carriers and their employees, and does not invalidate the Minnesota statute giving the State commission jurisdiction over railroad repair shops.

SAFETY REGULATIONS.

In *U. S. v. D., S. S. & A. Ry. Co.*, 281 Fed. 347, decided April 18, 1921, the court for the western district of Michigan held that the regulations of this commission that all cars having sides more than 36 inches high must be equipped with side ladders is final, and not subject to review or change by the courts.

APPENDIX F.

AVERAGE ANNUAL RAILWAY OPERATING INCOME CERTIFICATIONS THUS FAR MADE TO THE PRESIDENT PURSUANT TO SECTION 1 OF THE FEDERAL CONTROL ACT, APPROVED MARCH 21, 1918.

AVERAGE ANNUAL RAILWAY OPERATING INCOME.

The certifications thus far made to the President, pursuant to section 1 of the Federal control act approved March 21, 1918, are shown below; deficits are in *italics*. We have completed the examination of the accounts of 514 carriers and have made such corrected certifications as are indicated below.

Name of carrier.	Original certification.	Corrected certification.
Abilene & Southern Ry. Co.	\$78,375.18	\$77,903.71
Ahnapee & Western Ry. Co.	31,118.48	30,532.32
Akron Union Passenger Depot Co.	8,289.92	7,689.92
Akron & Barberton Belt R. R. Co.	30,103.76	(2)
Alabama Great Southern R. R. Co.	1,703,179.65	1,770,097.16
Alabama & Vicksburg Ry. Co.	322,854.47	329,854.47
Albany Passenger Terminal Co.	5,648.49	(2)
Alton & Southern R. R.	23,121.87	(2)
American Refrigerator Transit Co. ¹	546,707.97	(2)
Ann Arbor R. R. Co.	526,882.96	508,685.57
Anthony & Northern Ry. Co.	9,512.52	.....
Arizona Eastern R. R. Co.	1,242,474.82	1,249,528.69
Arizona & New Mexico Ry. Co.	300,965.13	.....
Arkansas Central R. R. Co.	6,838.58	5,185.64
Arkansas Western Ry. Co.	6,575.51	(2)
Arkansas & Louisiana Midland Ry. Co.	31,994.06	.....
Arkansas & Memphis Railroad Bridge & Terminal Co.	296,113.18	295,380.19
Asheville & Craggy Mountain Ry. Co.	3,017.13	(2)
Ashland Coal & Iron Ry. Co.	73,569.57	72,767.70
Atchison, Topeka & Santa Fe Ry. Co.	38,443,724.93	39,777,491.60
Atchison Union Depot & R. R. Co.	4,196.67	6,642.27
Atlanta, Birmingham & Atlantic Ry. Co.	358,058.43	191,647.78
Atlanta Terminal Co.	68,935.62	(2)
Atlanta & St. Andrews Bay Ry. Co.	48,630.09	.....
Atlanta & West Point R. R. Co.	252,995.16	249,785.61
Atlantic City R. R. Co.	222,066.04	208,158.43
Atlantic Coast Line R. R. Co.	10,180,915.15	10,273,542.87
Atlantic & St. Lawrence R. R. Co.	4,271.12	1,922.06
Atlantic & Western R. R.	12,660.72	(2)
Atlantic & Yadkin Ry. Co.	57,470.72	(2)
Augusta Southern R. R. Co.	22,587.01	.....
Augusta Union Station Co.	12,978.60	(2)
Augusta & Summerville R. R. Co.	286.90	(2)
Baltimore, Chesapeake & Atlantic Ry. Co.	86,647.38	71,320.73
Baltimore Steam Packet Co. ¹²	100,793.08	97,661.46
Baltimore & Ohio R. R. Co.	25,611,892.07	25,471,593.75
Baltimore & Ohio Chicago Terminal R. R. Co.	1,255,201.77	1,185,710.93
Baltimore & Sparrows Point R. R. Co.	55,520.12	(2)
Bangor & Aroostook R. R. Co.	1,555,775.29	1,544,707.36
Barneget R. R. Co.	8,867.25	8,888.73
Barre & Chelsea R. R. Co.	32,970.30	32,034.46
Bath & Hammondsport R. R. Co.	7,221.43	(2)
Beaumont, Sour Lake & Western Ry. Co.	34,546.12	49,962.64
Beaumont Wharf & Terminal Co.	4,191.72	(2)
Bellingham & Northern Ry. Co.	40,305.24	39,353.41
Bellingham & Northern R. R. Co.	1,337.35	(2)
Belt Ry. Co. of Chicago.	869,442.49	1,214,813.09
Bennettsville & Cheraw R. R. Co.	30,853.04	(2)
Bessemer & Lake Erie R. R. Co.	4,674,714.44	4,713,564.00
Big Fork & International Falls Ry. Co.	31,931.82	31,528.24
Bingham & Garfield Ry. Co.	1,234,492.96	.....
Birmingham & Northwestern Ry. Co.	34,522.86	(2)
Birmingham Terminal Co.	77,456.16	(2)
Black Mountain Ry. Co.	34,285.23	34,154.40
Blue Ridge Ry. Co.	37,887.22	(2)
Boston & Maine R. R.	9,478,074.95	9,421,461.17
Boston Terminal Co.	517,239.78	(2)
Boyne City, Gaylord & Alpena R. R. Co.	67,689.16	.....
Bridgeton & Saco River R. R. Co.	16,136.37	.....
Brimstone Railroad & Canal Co.	42,113.26	.....
Brooklyn Eastern District Terminal	306,259.63	(2)
Brownwood North & South Ry. Co.	8,522.07	(2)

¹ Boat lines.

² We have examined the accounts of these carriers and have found no error requiring correction of the original certification.

³ No operating returns made to the commission. Operating income ascertained and certified at the request of the director general.

⁴ Private car lines.

Name of carrier.	Original certification.	Corrected certification.
Buffalo Creek R. R. Co.	\$409,397.76	\$409,031.09
Buffalo, Rochester & Pittsburgh Ry. Co.	3,276,410.42	3,281,887.51
Buffalo & Susquehanna R. R. Corp.	592,627.53	591,612.97
Bullfrog Goldfield R. R. Co.	19,338.90	
Calumet, Hammond & Southeastern R. R. Co.	10,619.94	
Calumet Western Ry. Co.	3,216.89	968.71
Canadian Pacific Ry. Co. lines in Maine.	251,555.44	
Canadian Pacific Ry. Co.'s Pacific coast steamers in United States ³	152,311.01	
Carolina, Clinchfield & Ohio Ry.	1,581,950.33	1,576,973.96
Carolina, Clinchfield & Ohio Ry. of S. C.	46,013.14	45,741.06
Carolina R. R. Co.	3,420.64	(2)
Carolina & Northwestern Ry. Co.	64,599.62	63,691.81
Carolina & Tennessee Southern Ry. Co.	2,092.94	(2)
Catasauqua & Fogelsville R. R. Co.	141,512.32	142,025.32
Central Elevator & Warehouse Co. ³	74,466.42	(2)
Central New England Ry. Co.	1,468,123.63	(2)
Central New York Southern R. R. Corp.	16,502.19	4,278.09
Central Indiana Ry. Co.	61,743.10	60,905.12
Central of Georgia Ry. Co.	3,450,903.32	3,408,808.94
Central R. R. Co. of N. J.	9,352,301.13	9,405,979.07
Central Transfer Ry. & Storage Co.	2,986.33	(2)
Central Union Depot & Ry. Co. of Cincinnati	114,842.27	115,198.56
Central Vermont Ry. Co.	779,097.58	(2)
Central Vermont Ry. Co. from operation of its Canadian lines.	49,527.66	(2)
Central Vermont Transportation Co. ^{1,3}	6,776.98	(2)
Central West Virginia Southern R. R. Co.	39,283.18	(2)
Champlain Transportation Co. ^{1,3}	2,864.54	8,923.58
Charleston Terminal Co.	24,986.24	9,819.01
Charleston Union Station Co.	12,368.57	(2)
Charleston & Western Carolina Ry. Co.	466,921.15	495,685.24
Charlotte, Monroe & Columbia R. R.	344.43	(2)
Chattahoochee Valley Ry. Co.	42,341.29	
Chattanooga Station Co.	43,604.48	42,591.08
Cherry Tree & Dixonville R. R. Co.	67,926.10	(2)
Chesapeake S. S. Co. ^{1,3}	102,048.99	114,573.20
Chesapeake & Ohio Ry. Co.	13,226,983.23	13,630,044.26
Chester & Delaware River R. R. Co.	161,332.28	160,571.45
Chesterfield & Lancaster R. R. Co.	1,267.43	1,112.93
Cheswick & Harmar R. R. Co.	770.90	
Chicago, Burlington & Quincy Ry. Co.	33,360,683.11	33,841,541.86
Chicago, Detroit & Canada Grand Trunk Junction R. R. Co.	195,202.69	171,083.87
Chicago Great Western R. R. Co.	2,953,449.94	(2)
Chicago Heights Terminal Transfer R. R. Co.	67,131.89	(2)
Chicago, Indianapolis & Louisville Ry.	1,620,258.75	1,559,235.39
Chicago Junction Ry. Co.	916,804.03	929,883.56
Chicago, Kalamazoo & Saginaw R. R. Co.	53,599.56	52,440.50
Chicago, Memphis & Gulf R. R. Co.	45,699.03	(2)
Chicago, Milwaukee & Gary Co.	37,514.03	37,959.00
Chicago, Milwaukee & St. Paul Ry. Co.	27,154,551.02	27,053,058.63
Chicago, New York & Boston Refrigerator Co. ⁴	72,855.59	(2)
Chicago, Peoria & St. Louis R. R. Co., Buford Wilson and William Cotter, receivers.	127,540.49	107,405.78
Chicago, Rock Island & Gulf Ry. Co.	968,302.31	956,417.65
Chicago River & Indiana R. R. Co.	108,525.82	113,548.20
Chicago, Rock Island & Pacific Ry. Co.	14,912,378.91	14,753,988.28
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	4,934,789.51	4,931,622.63
Chicago, Terre Haute & Southeastern Ry. Co.	922,784.87	944,453.30
Chicago & Alton R. R. Co.	3,178,314.92	
Chicago & Eastern Illinois R. R. Co.	2,946,000.88	
Chicago & Erie R. R. Co.	225,129.17	342,646.62
Chicago & North Western Ry. Co.	23,201,015.60	23,165,985.42
Chicago & Western Indiana R. R. Co.	1,509,530.15	(2)
Cincinnati, Burnside & Cumberland River Ry. Co.	4,239.02	3,786.52
Cincinnati, Findlay & Fort Wayne Ry. Co.	61,802.01	
Cincinnati, Indianapolis & Western R. R. Co.	422,212.83	414,223.49
Cincinnati, Lebanon & Northern Ry. Co.	111,954.61	116,422.56
Cincinnati, New Orleans & Texas Pacific Ry. Co.	3,541,039.53	3,575,730.53
Cincinnati Northern R. R. Co.	317,628.01	321,383.75
Cincinnati, Saginaw & Mackinaw R. R. Co.	97,602.92	95,815.40
Cleveland, Cincinnati, Chicago & St. Louis R. R. Co.	9,938,597.23	10,099,876.55
Clinton & Oklahoma Western Ry. Co.	45,241.33	(2)
Coal Belt Electric Ry. Co.	12,689.11	(2)
Coal & Coke Ry. Co.	282,322.54	278,622.75
Colorado & Southern Ry. Co.	2,481,211.88	2,499,056.48
Colorado & Southeastern R. R. Co.	34,982.75	
Columbia Union Station Co.	4,569.48	4,947.22
Connecting Terminal R. R. Co.	61,243.93	58,038.45
Cooperstown & Charlotte Valley R. R. Co.	15,381.59	(2)
Copper Range R. R. Co.	222,781.19	219,910.86

¹ Boat lines.² We have examined the accounts of these carriers and have found no error requiring correction of the original certification.³ No operating returns made to the commission. Operating income ascertained and certified at the request of the director general.⁴ Private car lines.

Name of carrier.	Original certification.	Corrected certification.
Cumberland R. R. Co.	\$412.32	(2)
Cumberland Valley R. R. Co.	1,228,966.51	\$1,243,120.04
Cumberland & Pennsylvania R. R. Co.	235,806.60	236,186.82
Cuyahoga Valley Ry. Co.	413.73	
Dallas Terminal Ry. & Union Depot Co.	40,820.22	21,655.12
Danville & Western Ry. Co.	135,308.08	(2)
Davenport, Rock Island & Northwestern Ry. Co.	885.33	(2)
Dayton Union Ry. Co.	48,912.05	(2)
Dayton & Union R. R. Co.	8,241.06	(2)
Death Valley R. R. Co.	74,299.62	
Delaware, Lackawanna & Western R. R. Co.	15,749,476.74	16,057,941.66
Delaware River Ferry Co., of New Jersey	62,508.95	(2)
Delaware & Hudson Co.	7,409,600.12	6,983,661.34
Delaware & Northern R. R. Co.	6,649.96	
Delta Southern Ry.	48,136.23	(2)
Denison & Pacific Suburban Ry. Co.	4,702.45	4,374.41
Dents Run R. R. Co.	7,480.34	
Denver Union Terminal Co.	90,921.91	(2)
Denver & Rio Grande R. R. Co.	8,319,376.67	8,054,260.17
Denver & Salt Lake R. R. Co.	353,289.67	(2)
Des Moines Terminal Co.	8,367.60	(2)
Des Moines Union Ry. Co.	148,666.76	149,101.53
Detroit, Bay City & Western R. R. Co.	85,967.39	82,865.91
Detroit, Grand Haven & Milwaukee Ry. Co.	146,643.56	117,681.60
Detroit & Huron Ry. Co.	21,157.26	21,618.77
Detroit, Toledo & Ironton R. R. Co.	225,895.02	215,467.09
Detroit Terminal Ry. Co.	186,460.40	181,555.81
Detroit & Mackinac Ry. Co.	310,664.04	(2)
Detroit & Toledo Shore Line R. R. Co.	456,512.17	472,516.77
Direct Navigation Co. ¹	11,857.60	(2)
Duluth, Missabe & Northern Ry. Co.	5,122,051.04	(2)
Duluth, South Shore & Atlantic	594,637.41	562,348.06
Duluth Terminal Ry. Co.	23,830.40	7,762.40
Duluth Union Depot & Transfer Co.	32,175.84	(2)
Duluth & Iron Range R. R. Co.	2,355,241.74	(2)
Duluth & Superior Bridge Co.	33,048.48	33,373.48
Dunleith & Dubuque Bridge Co.	138,178.32	(2)
Durham & Southern Ry. Co.	134,221.70	133,410.22
Durham Union Station Co.	6,953.60	(2)
Eastern Texas R. R. Co.	3,852.23	3,753.00
East St. Louis Connecting Ry. Co.	127,219.89	(2)
East and West Coast Railway Co.	6,549.82	(2)
Eddystone & Delaware River R. R. Co.	2,733.50	(2)
Electric Short Line Ry. Co. ²	1,966.94	
Elgin, Joliet & Eastern Ry. Co.	2,862,177.21	2,672,805.57
El Paso Union Passenger Depot Co.	20,050.45	(2)
El Paso & Southwestern Ry. Co.	4,145,102.30	4,141,652.85
Erie R. R. Co.	15,503,938.92	15,404,065.84
Erie Terminals R. R. Co.	1,633.12	(2)
Escanaba & Lake Superior R. R. Co.	58,688.01	58,062.65
Evansville & Indianapolis R. R. Co.	112,280.21	113,446.19
Fairchild & North-Eastern Ry. Co.	19,469.43	28,812.26
Farmers' Grain & Shipping Co.	5,555.30	4,944.55
Fernwood & Gulf R. R. Co.	41,550.21	(2)
Florida East Coast Ry. Co.	2,842,842.20	2,408,170.75
Fort Dodge, Des Moines & Southern R. R. Co.	579,071.75	589,340.43
Fort Smith & Western R. R. Co.	80,499.46	
Fort Street Union Depot Co.	118,960.33	121,461.71
Fort Worth Belt Ry. Co.	55,108.96	53,977.01
Fort Worth & Denver City Ry. Co.	1,891,386.40	1,921,481.63
Fort Worth & Rio Grande Ry. Co.	1,300.99	692.81
Frankfort & Cincinnati Ry. Co.	8,435.07	
Gainesville Midland Ry.	22,731.58	19,535.75
Gallatin Valley Ry. Co.	8,980.77	(2)
Galveston, Harrisburg & San Antonio Ry. Co.	3,230,644.60	3,235,226.35
Galveston, Houston & Henderson R. R. Co.	127,366.25	127,425.93
Galveston Wharf Co.	526,069.92	506,334.96
Georgia Coast & Piedmont R. R. Co.	7,007.36	
Georgia, Florida & Alabama Ry. Co.	57,637.73	(2)
Georgia Northern Ry. Co.	62,707.69	(2)
Georgia R. R. Lessee Organization	858,622.42	(2)
Georgia Southern & Florida Ry. Co.	511,457.13	(2)
Georgia Southwestern & Gulf R. R. Co.	21,957.97	
Georgia & Florida Ry.	562.98	932.08
Gettysburg & Harrisburg Ry. Co.	38,955.46	39,274.03
Gilmore & Pittsburgh R. R. Co. (Ltd.)	40,376.93	(2)
Glenn-Pool Tank Line Co. ^{3,4}	11,592.22	(2)

¹ Boat lines.² We have examined the accounts of these carriers and have found no error requiring correction of the original certification.³ No operating returns made to the commission. Operating income ascertained and certified at the request of the director general.⁴ Private car lines.⁵ Operated by electricity.

Name of carrier.	Original certification.	Corrected certification.
Grand Canyon Ry. Co.....	\$233,496.47	\$234,342.22
Grand Rapids & Indiana Ry.....	929,385.42	909,274.57
Grand Trunk Milwaukee Car Ferry Co. ¹	53,018.86	55,263.20
Grand Trunk Western Ry. Co.....	1,012,993.62	987,387.69
Great Northern Ry. Co.....	28,666,681.07	28,613,045.30
Green Bay & Western R. R. Co.....	204,877.83	200,568.90
Greenwich & Johnsonville Ry. Co.....	49,534.30	49,072.54
Gulf, Colorado & Santa Fe Ry. Co.....	2,828,217.50	2,959,904.39
Gulf, Mobile & Northern R. R. Co.....	558,337.86	489,444.37
Gulf & Ship Island R. R. Co.....	597,455.62	595,883.21
Gulf Terminal Co.....	25,754.02	(2)
Gulf, Texas & Western Ry. Co.....	44,609.81	45,862.52
Hamilton Belt Ry. Co.....	7,040.29	(2)
Hannibal Connecting R. R. Co.....	2,565.55	.....
Harlem Transfer Co.....	21,057.27	(2)
Harriman & Northeastern R. R. Co.....	51,645.62	51,441.42
Hartford & New York Transportation Co. ¹	150,863.69	155,804.91
Hartwell Ry. Co.....	4,393.75	(2)
Hawkinsville & Florida Southern Ry. Co.....	3,433.30	(2)
High Point, Randleman, Asheboro & Southern R. R. Co.....	28,146.94	(2)
Hocking Valley Ry. Co.....	2,637,167.48	(2)
Houston Belt & Terminal Ry. Co.....	324,359.77	319,748.38
Houston East & West Texas Ry. Co.....	375,565.53	377,908.78
Houston & Brazos Valley Ry. Co.....	31,416.52	31,849.57
Houston & Shreveport R. R. Co.....	85,031.76	(2)
Houston & Texas Central R. R. Co.....	1,717,505.76	1,713,565.88
Hudson & Manhattan R. R. Co. ³	3,003,362.77	(2)
Huntingdon & Broad Top Mountain R. R. & Coal Co.....	201,694.22	208,875.82
Iberia & Vermilion R. R. Co.....	14,495.36	(2)
Illinois Central R. R. Co.....	16,282,373.55	16,310,620.86
Illinois Terminal Railroad Co.....	192,823.50	.....
Indiana Harbor Belt R. R.....	296,053.57	319,388.54
Indianapolis Union Ry. Co.....	226,781.02	235,575.58
International & Great Northern Ry. Co.....	1,394,945.98	1,375,529.77
Intermountain Ry. Co.....	9,204.31	.....
Interstate R. R. Co.....	83,786.51	82,752.47
Iowa Transfer Ry. Co.....	2,414.96	(2)
Jacksonville Terminal Co.....	43,707.64	(2)
Joliet Union Depot Co.....	22,664.53	25,764.53
Joplin Union Depot Co.....	30,044.58	(2)
Kanawha & Michigan Ry. Co.....	1,295,141.37	1,295,941.88
Kanawha & West Virginia R. R. Co.....	45,260.63	44,552.30
Kankakee & Seneca R. R. Co.....	42,164.52	39,180.06
Kansas City, Clinton & Springfield Ry. Co.....	7,889.85	(2)
Kansas City, Mexico & Orient R. R. Co. and Kansas City, Mexico & Orient Ry. Co. of Texas, combined.....	9,073.39	.....
Kansas City, Shreveport & Gulf Terminal Co.....	6,014.66	(2)
Kansas City Southern Ry. Co.....	3,216,697.65	.....
Kansas City Terminal Ry. Co.....	1,999,313.50	.....
Kansas Southwestern Ry. Co.....	43,852.04	(2)
Kentucky & Indiana Terminal R. R. Co.....	279,247.79	(2)
Keokuk Union Depot Co.....	4,451.37	4,231.82
Keokuk & Hamilton Bridge Co.....	28,828.19	.....
Kewaunee, Green Bay & Western R. R. Co.....	95,958.60	97,632.32
Kinston-Carolina R. R. Co.....	9,708.39	(2)
Lackawanna & Montrose R. R. Co.....	9,232.08	(2)
Lake Charles & Northern R. R. Co.....	73,493.70	71,769.21
Lake Erie & Eastern R. R. Co.....	127,081.06	129,885.82
Lake Erie & Western R. R. Co.....	1,548,541.69	1,572,817.40
Lake George Steamboat Co. ¹	28,608.72	23,136.48
Lake Superior Terminal & Transfer Ry. Co. of Wisconsin.....	93.05	(2)
Lake Superior & Ishpeming Ry. Co.....	134,584.95	150,879.75
Lawrenceville Branch R. R. Co.....	501.01	(2)
Leavenworth Depot & R. R. Co.....	14,933.32	(2)
Leavenworth Terminal Ry. & Bridge Co.....	43,583.48	(2)
Lehigh & Hudson River Ry. Co.....	519,371.13	(2)
Lehigh & New England R. R. Co.....	1,135,760.91	1,134,925.65
Lehigh Valley R. R. Co.....	11,321,233.25	11,318,714.48
Lewiston & Auburn R. R. Co.....	22,251.78	23,864.61
Lexington Union Station Co.....	15,435.26	(2)
Lime Rock R. R. Co.....	22,349.89	.....
Litchfield & Madison Ry. Co.....	116,597.96	(2)
Little Kanawha R. R. Co.....	11,339.35	(2)
Long Island R. R. Co.....	3,221,948.91	2,921,320.56
Lorain, Ashland & Southern R. R. Co.....	108,877.98	123,921.07
Lorain & West Virginia Ry. Co.....	137,277.98	(2)
Los Angeles & Salt Lake R. R. Co.....	3,420,417.19	(2)
Louisiana & Arkansas Ry. Co.....	407,987.27	359,362.34
Louisiana & Mississippi R. R. Transfer Co. ¹	41,689.33	21,689.33
Louisiana Ry. & Nav. Co.....	357,353.37	.....

¹ Boatlines.² We have examined the accounts of these carriers and have found no error requiring correction of the original certification.³ Operated by electricity.

Name of carrier.	Original certification.	Corrected certification.
Louisiana Southern Ry. Co.	\$25,463.28	(2)
Louisiana Western R. R. Co.	895,178.49	\$892,071.34
Louisville, Henderson & St. Louis R. R. Co.	343,915.53	348,935.72
Louisville and Jeffersonville Bridge and R. R. Co.	169,701.70	169,101.70
Louisville & Nashville R. R. Co.	17,310,494.67	17,296,321.98
Louisville & Wadley R. R. Co.	2,547.66	(2)
Macon, Dublin & Savannah R. R. Co.	90,575.92	(2)
Macon Terminal Co.	79,741.69	(2)
Mackinac Transportation Co. ¹	74,387.38	24,678.59
Maine Central R. R. Co.	2,955,696.88	2,894,845.67
Manistee & North-Eastern R. R. Co.	74,863.50	
Manistique & Lake Superior Ry. Co.	21,453.73	(2)
Manitou & Pikes Peak Ry. Co.	29,922.68	
Mansfield Railway & Transportation Co.	13,275.60	(2)
Manufacturers' Junction Ry. Co.	19,042.83	
Manufacturers' Ry. Co.	44,381.21	38,604.21
Manufacturers' Ry. Co. (St. Louis, Mo.)	10,183.52	
Marion & Rye Valley Ry. Co.	23,252.00	(2)
Marion & Southern R. R. Co.	4,208.88	(2)
Marquette & Bessemer Dock & Nav. Co. ¹	19,407.63	17,229.72
Maryland, Delaware & Virginia Ry. Co.	49,543.23	42,536.22
Maxton, Alma & Southbound Ry. Co.	4,788.62	(2)
McCloud River R. R. Co.	62,361.08	
Memphis, Dallas & Gulf R. R. Co.	28,295.70	10,648.53
Memphis Union Station Co.	121,353.84	(2)
Merchants and Miners Transportation Co. ¹	629,929.42	
Meridian & Memphis Ry. Co.	29,215.74	(2)
Meridian Terminal Co.	13,987.64	(2)
Michigan Air Line Ry.	83,482.25	85,924.94
Michigan Central R. R. Co.	8,052,127.48	8,126,349.13
Middletown & Hummelstown R. R. Co.	4,112.91	4,139.67
Middletown & Unionville R. R. Co.	24,835.44	
Midland Valley R. R. Co.	444,345.95	441,675.49
Millers Creek R. R. Co.	4,006.62	
Milwaukee Terminal Ry. Co.	32,556.60	(2)
Mineral Range R. R. Co.	147,432.29	144,005.79
Minneapolis Eastern Ry. Co.	30,332.61	(2)
Minneapolis, Red Lake & Manitoba Ry.	14,633.72	
Minneapolis, St. Paul & Sault Sainte Marie Ry. Co.	10,547,428.70	10,578,977.09
Minneapolis & Rainy River Ry. Co.	9,033.98	
Minneapolis & St. Louis R. R. Co.	2,639,857.25	2,639,993.61
Minneapolis Western Ry. Co.	3,538.67	(2)
Minnesota Transfer Ry. Co.	96,250.07	101,322.94
Minnesota & International Ry. Co.	202,455.24	203,534.63
Mississippi Central R. R. Co.	309,216.35	308,525.21
Missouri, Kansas & Texas Ry. Co.	5,853,831.21	5,891,899.60
Missouri, Kansas & Texas Ry. Co. of Texas	621,773.00	636,301.89
Missouri, Oklahoma & Gulf Ry. Co.	83,603.08	
Missouri, Oklahoma & Gulf Ry. Co. of Texas	44,358.33	
Missouri Pacific R. R. Co.	14,206,814.14	13,978,029.12
Missouri Valley & Blair Ry. & Bridge Co.	13,014.18	(2)
Missouri & Illinois Bridge & Belt R. R. Co.	102,518.06	(2)
Missouri & North Arkansas R. R.	13,146.42	(2)
Mobile & Ohio R. R. Co.	2,579,478.39	2,620,125.39
Monongahela Ry. Co.	583,086.47	593,293.69
Montauk Steamboat Co. (Ltd.) ¹	27,895.39	
Montpelier & Wells River R. R.	3,371.62	4,211.32
Morgan's Louisiana & Texas R. R. & S. S. Co.	1,188,525.58	1,189,622.56
Morgantown & Kingwood R. R. Co.	51,362.93	50,789.11
Mount Hope Mineral R. R. Co.	19,171.43	
Muncie Belt Ry. Co.	7,141.18	7,031.90
Munising, Marquette & Southeastern Ry. Co.	93,281.70	93,684.23
Nashville, Chattanooga & St. Louis Ry. Co.	3,182,089.03	3,163,575.51
Natchez, Columbia & Mobile R. R. Co.	27.56	
Natchez & Louisiana Ry. Transfer Co. ¹	432.01	(2)
Natchez & Southern Ry. Co.	879.56	1,678.57
Nevada Copper Belt R. R. Co.	43,304.38	
Nevada Northern Ry. Co.	882,336.01	
New Bedford, Marthas Vineyard & Nantucket Steamboat Co. ¹	33,460.43	(2)
New England S. S. Co. ¹	866,429.21	(2)
New Iberia & Northern R. R. Co.	39,460.46	(2)
New Jersey & New York R. R. Co.	8,710.55	8,375.63
New Orleans Great Northern R. R. Co.	575,951.79	519,904.35
New Orleans Terminal Co.	565,034.70	
New Orleans, Texas & Mexico Ry. Co.	218,773.01	184,924.33
New Orleans & Northeastern R. R. Co.	1,204,992.06	
Newport & Richford R. R. Co.	29,479.08	
New River, Holston & Western Ry. Co.	4,407.08	(2)
New York Bay R. R. Co.	274,050.44	(2)
New York Central R. R. Co.	55,802,630.50	56,964,227.60

¹ Boat lines.² We have examined the accounts of these carriers and have found no error requiring correction of the original certification.

Name of carrier.	Original certification.	Corrected certification.
New York, Chicago & St. Louis R. R. Co.	\$2, 218, 856. 59	\$2, 440, 693. 36
New York Dock Ry.	34, 156. 42	(2)
New York, New Haven & Hartford R. R. Co.	17, 095, 884. 34	17, 173, 366. 56
New York, Ontario & Western Ry. Co.	2, 103, 589. 41	2, 110, 823. 49
New York, Philadelphia & Norfolk Ry. Co.	996, 050. 76	(2)
New York, Susquehanna & Western R. R. Co.	800, 587. 17	819, 000. 79
New York & Long Branch R. R. Co.	248, 011. 01	(2)
Norfolk Southern R. R. Co.	1, 166, 990. 77	1, 152, 879. 64
Norfolk Terminal Ry. Co.	44, 336. 94	(2)
Norfolk & Portsmouth Belt Line R. R. Co.	48, 667. 65	(2)
Norfolk & Western Ry. Co.	20, 534, 163. 48	20, 509, 724. 64
Northeast Pennsylvania R. R. Co.	23, 793. 83	22, 672. 06
Northampton & Bath R. R. Co.	2, 585. 22	
Northern Alabama Ry. Co.	150, 582. 97	152, 935. 71
Northern Pacific Ry. Co.	30, 057, 760. 06	30, 190, 329. 98
Northern Pacific Terminal Co. of Ore.	99, 709. 18	(2)
Northwestern Coal Ry. Co.	3, 242. 17	
Northwestern Pacific R. R. Co.	1, 235, 101. 00	1, 194, 787. 06
Northwestern R. R. Co. of S. C.	26, 580. 77	
Northwestern Terminal Ry. Co.	2, 349. 04	(2)
Ocean S. S. Co. of Savannah ¹	1, 048, 782. 69	1, 051, 382. 69
Ocala Southern R. R. Co.	9, 826. 26	
Ogden Union Ry. & Depot Co.	54, 785. 99	47, 334. 32
Ohio River & Western Ry. Co.	18, 819. 17	17, 967. 18
Old Dominion S. S. Co. ¹	252, 893. 61	226, 841. 72
Ontonagon R. R. Co.	126. 67	199. 66
Orange & Northwestern R. R. Co.	27, 441. 12	39, 504. 98
Oregon Electric Ry. Co. ⁵	141, 146. 38	139, 619. 02
Oregon Short Line R. R. Co.	10, 196, 749. 74	10, 204, 618. 94
Oregon Trunk Ry.	84, 722. 38	79, 453. 86
Oregon-Washington R. R. & Nav. Co.	4, 519, 352. 44	4, 491, 883. 11
Pacific Coast R. R. Co.	114, 080. 63	(2)
Pacific Coast Ry. Co.	50, 346. 09	49, 425. 05
Pacific Fruit Express Co. ^{3, 4}	1, 218, 324. 68	(2)
Panhandle & Santa Fe Ry. Co.	1, 330, 663. 88	1, 331, 247. 86
Paris & Great Northern R. R. Co.	39, 385. 14	(2)
Pecos Valley Southern Ry. Co.	1, 832. 75	
Peoria Ry. Term. Co.	38, 402. 38	(2)
Peoria & Pekin Union Ry. Co.	306, 513. 72	309, 845. 93
Pennsylvania Co.	14, 992, 784. 78	15, 207, 217. 88
Pennsylvania R. R. Co.	46, 312, 932. 86	45, 959, 826. 84
Pennsylvania Terminal Ry. Co.	175, 240. 89	(2)
Pere Marquette Ry. Co.	3, 748, 196. 09	3, 725, 717. 57
Perkiomen R. R. Co.	339, 090. 56	342, 090. 56
Philadelphia Belt Line R. R. Co.	8, 525. 99	(2)
Philadelphia Grain Elevator Co. ³	98, 749. 82	(2)
Philadelphia, Newton & New York R. R. Co.	2, 565. 67	4, 069. 92
Philadelphia & Beach Haven R. R. Co.	22, 905. 36	(2)
Philadelphia & Camden Ferry Co. ¹	401, 556. 86	(2)
Philadelphia & Chester Valley R. R. Co.	5, 074. 21	5, 779. 11
Philadelphia & Reading Ry. Co.	15, 868, 331. 36	15, 793, 961. 13
Philadelphia, Baltimore & Washington R. R. Co.	3, 610, 839. 54	3, 589, 324. 98
Pickering Valley R. R. Co.	24, 917. 31	24, 954. 94
Piedmont & Northern Ry. Co.	435, 789. 34	409, 191. 19
Pierre & Fort Pierre Bridge Ry. Co.	11, 341. 17	(2)
Pierre, Rapid City & Northwestern Ry. Co.	15, 544. 01	(2)
Pine Bluff Arkansas River Ry.	12, 887. 78	12, 838. 00
Pittsburgh, Chartiers & Youghiogeny Ry. Co.	180, 614. 38	180, 279. 05
Pittsburgh, Cincinnati, Chicago & St. Louis R. R. Co.	11, 334, 093. 67	11, 256, 340. 10
Pittsburgh & Lake Erie R. R. Co.	8, 980, 219. 40	9, 020, 132. 57
Pittsburgh & Shawmut R. R. Co.	613, 261. 14	
Pittsburgh & West Virginia Ry. Co.	237, 009. 89	205, 528. 44
Pontiac, Oxford & Northern R. R. Co.	13, 861. 01	16, 046. 24
Port Arthur Canal & Dock Co. ³	36, 049. 44	(2)
Port Huron Southern R. R. Co.	11, 025. 78	11, 217. 59
Portland Terminal Co.	274, 689. 90	261, 482. 35
Port Reading R. R. Co.	235, 697. 96	236, 454. 13
Port Townsend & Puget Sound Ry. Co.	136. 94	(2)
Poteau Valley R. R. Co.	3, 232. 19	3, 547. 87
Pueblo Union Depot & R. R. Co.	32, 688. 87	(2)
Puget Sound & Willapa Harbor Ry. Co.	82, 149. 27	(2)
Pullman Co.	12, 323, 595. 53	(2)
Quanah, Acme & Pacific Ry. Co.	98, 939. 02	109, 320. 61
Quincy, Omaha & Kansas City R. R. Co.	29, 396. 50	37, 558. 73
Raleigh & Charleston R. R. Co.	17, 371. 55	(2)
Railway Transfer Co. of Minneapolis	105, 014. 44	(2)

¹ Boat lines.² We have examined the accounts of these carriers and have found no error requiring correction of the original certification.³ No operating returns made to the commission. Operating income ascertained and certified at the request of the director general.⁴ Private car lines.⁵ Operated by electricity.

Name of carrier.	Original certification.	Corrected certification.
Rapid City, Black Hills & Western R. R. Co.....	\$13,003.56	\$11,485.97
Raritan River R. R. Co.....	160,256.70	.....
Reading & Columbia R. R. Co.....	18,230.27	18,336.93
Reynoldsville & Falls Creek R. R. Co.....	28,037.11	(2)
Richmond, Fredericksburg & Potomac R. R. Co.....	1,137,373.75	1,136,973.75
Rio Grande, El Paso & Santa Fe R. R. Co.....	18,060.06	17,682.99
Rio Grande Southern R. R. Co.....	144,365.69	(2)
Rock Island Frisco Terminal Ry. Co.....	167,034.76	(2)
Rockingham R. R. Co.....	1,648.79	1,343.62
Roscoe, Snyder & Pacific Ry. Co.....	69,570.35	.....
Rosslyn Connecting R. R. Co.....	6,598.83	(2)
Rupert & Bloomsburg R. R. Co.....	6,050.57	(2)
Rutland R. R. Co.....	1,023,883.21	1,005,129.13
Saint Johns River Terminal Co.....	23,010.62	25,294.09
St. Johnsbury & Lake Champlain R. R. Co.....	23,150.77	23,450.77
St. Joseph Belt Ry. Co.....	44,854.81	(2)
St. Joseph & Grand Island Ry. Co.....	373,811.11	372,137.60
St. Joseph Terminal R. R. Co.....	14,083.73	15,618.23
St. Louis, Brownsville & Mexico Ry. Co.....	983,890.01	971,156.07
St. Louis Merchants Bridge Terminal Ry.....	412,427.56	410,151.84
St. Louis National Stock Yards Co.....	40,474.56	.....
St. Louis & O'Fallon Ry. Co.....	99,702.27	(2)
St. Louis-San Francisco Ry. Co.....	13,690,212.98	13,897,260.00
St. Louis, San Francisco & Texas Ry. Co.....	327,035.36	332,953.25
St. Louis Southwestern Ry. Co.....	3,355,748.99	3,309,791.45
St. Louis Southwestern Ry. Co. of Texas.....	555,164.52	534,922.73
St. Louis Transfer Ry. Co.....	10,855.70	(2)
St. Louis, Troy & Eastern R. R. Co.....	143,257.24	.....
St. Paul Bridge & Terminal Ry. Co.....	67,509.40	(2)
St. Paul Union Depot Co.....	86,942.39	63,542.39
Salt Lake City Union Depot & R. R. Co.....	70,434.88	(2)
San Antonio & Aransas Pass Ry. Co.....	373,051.70	357,478.99
San Antonio, Uvalde & Gulf R. R. Co.....	55,928.38	(2)
Sandy River & Rangeley Lakes R. R.....	46,666.42	.....
Sandy Valley & Elkhorn Ry. Co.....	391,921.06	393,257.15
San Francisco & Portland S. S. Co. ¹	36,769.13	(2)
Savannah Union Station Co.....	27,429.09	(2)
Scholarie Valley Ry. Co.....	10,707.82	10,579.02
Seaboard Air Line Ry. Co.....	6,497,024.85	6,504,428.76
Seattle, Port Angeles & Western Ry. Co.....	72,664.93	(2)
Sharpsville R. R. Co.....	15,646.14	15,597.39
Shreveport Bridge & Terminal Co.....	48,229.99	(2)
Sidell & Olney R. R. Co.....	49,235.88	49,559.20
Sioux City Bridge Co.....	81,060.81	(2)
Sioux City Terminal Ry. Co.....	17,352.93	17,117.43
Southern Illinois & Missouri Bridge Co.....	120,011.67	(2)
Southern Pacific Co.....	38,021,937.62	37,554,097.41
Southern Pacific Terminal Co.....	207,444.48	207,551.62
Southern Ry. Co.....	18,653,893.15	17,828,502.55
Southern Ry. Co. in Miss.....	6,989.50	4,961.90
Spokane International Ry. Co.....	190,908.85	.....
Spokane, Portland & Seattle Ry. Co.....	1,871,083.00	1,864,113.06
Standard & Hernando R. R. Co.....	12,773.51	(2)
Staten Island Rapid Transit Ry. Co.....	356,823.70	(2)
Stewartstown R. R. Co.....	10,327.44	.....
Stony Creek R. R. Co.....	17,368.77	17,454.27
Sullivan County R. R. Co.....	184,574.57	185,615.59
Sunset Ry. Co.....	64,562.79	63,530.72
Susquehanna & New York R. R. Co.....	56,884.89	58,222.38
Susquehanna, Bloomsburg & Berwick R. R. Co.....	49,722.26	(2)
Sussex R. R. Co.....	29,937.64	(2)
Sylvania Central Ry. Co.....	3,283.68	(2)
Tacoma Eastern R. R. Co.....	133,525.16	(2)
Tallulah Falls Ry. Co.....	5,353.98	5,386.53
Tamaqua, Hazleton & Northern R. R. Co.....	1,457.50	(2)
Tampa Northern R. R. Co.....	22,276.84	26,239.23
Tampa Union Station Co.....	14,660.40	(2)
Tampa & Gulf Coast R. R. Co.....	2,359.80	(2)
Tennessee, Alabama & Georgia Ry. Co.....	46,914.90	.....
Tennessee Central R. R. Co.....	162,733.55	151,196.96
Terminal R. R. Asso. of St. Louis.....	2,574,510.88	2,523,002.60
Texarkana & Fort Smith Ry. Co.....	318,729.68	.....
Texas City Terminal Co.....	37,771.30	.....
Texas Midland R. R.....	59,348.35	41,930.06
Texas & New Orleans R. R. Co.....	715,135.69	713,474.72
Texas & Pacific Ry. Co.....	4,107,432.49	3,723,435.40
Texas Southeastern R. R. Co.....	23,012.96	.....
Tidewater Southern Ry. Co.....	7,251.27	7,391.00
Toledo, Peoria & Western Ry. Co.....	159,739.77	160,446.66
Toledo, Saginaw & Muskegon Ry. Co.....	115,737.85	118,275.93
Toledo Terminal R. R. Co.....	252,999.43	(2)

¹ Boat lines.² We have examined the accounts of these carriers and have found no error requiring correction of the original certification.

Name of carrier.	Original certification.	Corrected certification.
Toledo, St. Louis & Western R. R. Co.	\$994,294.38	\$1,022,468.92
Toledo & Ohio Central Ry. Co.	1,086,650.87	1,094,083.37
Tonopah & Tidewater R. R. Co.	182,638.84	
Trans-Mississippi Terminal R. R. Co.	665,391.57	648,344.21
Trinity & Brazos Valley R. R.	238,904.66	(2)
Troy Union R. R. Co.	11,852.69	(2)
Tug River & Kentucky River R. R. Co.	19,698.73	(2)
Ulster & Delaware R. R. Co.	128,009.47	
Union Depot Co. (Columbus, Ohio)	58,058.17	49,314.61
Union Freight R. R. Co.	32,009.69	33,822.02
Union Pacific R. R. Co.	23,700,008.61	23,670,741.02
Union R. R. Co. of Baltimore.	1,387,766.97	(2)
Union Ry. Co. (Memphis, Tenn.)	84,690.41	102,212.84
Union R. R. Co. (Pa.)	1,370,290.23	
Union Stock Yards Co. of Omaha (Ltd.)	149,812.64	
Union Terminal Ry. Co.	29,678.71	30,540.53
Union Terminal of Dallas.	296,616.04	292,379.49
Van Buren Bridge Co.	8,269.88	(2)
Vermont Valley R. R. Co.	133,499.08	135,954.48
Vicksburg, Shreveport & Pacific Ry. Co.	337,947.96	344,947.96
Virginia & Carolina Southern R. R. Co.	38,434.20	(2)
Virginia-Carolina Ry. Co.	73,326.05	67,234.15
Virginia Navigation Co. ¹	2,240.60	2,182.27
Virginia Southern R. R. Co.	10,543.70	(2)
Virginian Ry. Co.	3,247,603.41	3,234,725.32
Wabash Ry. Co.	5,826,809.91	5,164,669.01
Wadley Southern Ry. Co.	10,028.36	(2)
Ware Shoals R. R. Co.	10,553.30	
Washington Southern Ry. Co.	468,432.81	467,230.04
Washington Terminal Co.	664,072.00	818,036.47
Washington & Vandemere R. R. Co.	5,027.19	(2)
Waterloo, Cedar Falls & Northern Ry. Co. ³	374,373.41	350,753.43
Watertown & Sioux Falls Ry. Co.	51,339.50	30,224.42
Waupaca-Green Bay Ry.	2,780.19	2,285.92
Waycross & Southern R. R. Co.	6,350.66	
Waynesburg & Washington R. R. Co.	12,028.15	
Weatherford, Mineral Wells & Northwestern Ry. Co.	31,148.57	(2)
West Jersey & Seashore R. R. Co.	952,681.93	952,878.22
West Side Belt R. R. Co.	186,330.78	184,826.89
Western Allegheny R. R. Co.	51,490.47	
Western Cable Ry. Co.	6,442.84	
Western Maryland Ry. Co.	3,079,593.35	3,075,048.35
Western Pacific R. R. Co.	1,900,349.74	1,870,971.97
Western Ry. of Alabama.	288,237.53	280,456.29
Wheeling & Lake Erie Ry. Co.	1,586,037.32	1,409,783.95
Wheeling Terminal Ry. Co.	113,151.33	111,195.80
Wichita Falls & Northwestern Ry. Co.	145,245.24	144,003.82
Wichita Union Terminal Ry. Co.	103,926.78	(2)
Wichita Valley Ry. Co.	352,367.05	354,399.07
Wiggins Ferry Co.	300,311.41	(2)
Wilkes-Barre Connecting R. R. Co.	33,230.72	32,280.85
Wilkes-Barre & Eastern R. R. Co.	179,547.57	225,521.87
Williamson & Pond Creek R. R. Co.	9,304.64	(2)
Williams Valley R. R. Co.	2,486.86	2,771.86
Winona Bridge Ry. Co.	38,876.91	(2)
Winston-Salem Southbound Ry. Co.	260,251.62	256,192.76
Wood River Branch R. R. Co.	6,797.24	9,125.26
Woodstock & Blocton Ry. Co.	14,918.83	13,721.77
Wrightsville & Tennille R. R.	24,496.61	26,548.15
Wyoming & Northwestern Ry. Co.	180,029.97	(2)
Yadkin R. R. Co.	52,950.56	(2)
Yazoo & Mississippi Valley R. R. Co.	3,862,317.83	3,873,217.41
York Harbor & Beach R. R. Co.	5,371.74	5,880.23
Zanesville & Western Ry. Co.	107,698.45	(2)

¹ Boat lines.² We have examined the accounts of these carriers and have found no error requiring correction of the original certification.³ Operated by electricity.

APPENDIX G.

STATEMENTS OF CERTIFICATES AND ORDERS ISSUED
UNDER VARIOUS SECTIONS OF THE TRANS-
PORTATION ACT, 1920.

APPENDIX I

THESE PAPERS ARE THE PROPERTY OF THE
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**CERTIFICATES OF CONVENIENCE AND NECESSITY FOR CONSTRUCTION,
ISSUED UNDER PARAGRAPHS (18) TO (22) OF SECTION 1 OF THE
INTERSTATE COMMERCE ACT.**

Name of applicant.	Location of line.	Mileage.
Alaska Anthracite R. R. Co.....	Alaska.....	1.75
Chaffee R. R. Co.....	Garrett County, Md.....	3.50
Chicago & Alton R. R. Co.....	Jersey and Greene Counties, Ill.....	5.67
Chicago, Milwaukee & Gary Ry. Co.....	Kane, Kendall, and Will Counties, Ill.....	29.20
Cincinnati, Indianapolis & Western R. R. Co..	Clay and Parke Counties, Ind.....	25.76
Cleveland, Cincinnati, Chicago & St. Louis Ry. Co.....	Boone County, Ind.....	4.60
Do.....	Delaware County, Ohio.....	3.50
Dodge City & Cimarron Valley Ry. Co.....	Haskell, Grant, and Stanton Counties, Kans..	55.00
Eldorado & Santa Fe Ry. Co.....	Chase and Butler Counties, Kans.....	44.00
Georgia, Ashburn, Sylvester & Camilla Ry....	Turner, Worth, and Mitchell Counties, Ga....	51.00
Illinois Central R. R. Co.....	Franklin County, Ill.....	5.51
Illinois Terminal R. R. Co.....	St. Clair and Madison Counties, Ill.....	14.00
Kansas & Oklahoma Southern Ry. Co.....	Craig County, Okla.....	10.00
Kansas, Oklahoma & Gulf Ry. Co.....	Cherokee County, Kans.....	6.50
Los Angeles & Salt Lake R. R. Co.....	Millard County, Utah.....	35.00
Do.....	Iron County, Utah.....	32.00
Mingo Valley R. R. Co.....	Washington County, Pa.....	3.50
Mississippi & Alabama R. R. Co.....	Greene County, Miss., and Washington County, Ala.....	17.00
New Holland, Higginsport & Mount Vernon R. R. Co.....	Washington and Hyde Counties, N. C.....	35.00
New York Central R. R. Co.....	Cuyahoga County, Ohio.....	4.20
Oregon Short Line R. R. Co.....	Owyhee County, Idaho.....	7.50
Osage Ry. Co.....	Osage County, Okla.....	10.44
Santa Fe & Los Angeles Harbor Ry. Co.....	Los Angeles County, Calif.....	12.54
Tuckaseegee & Southeastern Ry. Co.....	Jackson County, N. C.....	12.26
Virginian & Western Ry. Co.....	Wyoming County, W. Va.....	3.60
Wichita Falls & Oklahoma R. R. Co.....	Jefferson County, Okla.....	7.50
Wichita Falls & Oklahoma Ry. Co.....	Clay County, Tex.....	5.80
Total miles of construction.....		446.33

**CERTIFICATES OF CONVENIENCE AND NECESSITY FOR ABANDONMENT,
ISSUED UNDER PARAGRAPHS (18) TO (22) OF SECTION 1 OF THE
INTERSTATE COMMERCE ACT.**

Name of applicant.	Location of line.	Mileage.
Atlanta & St. Andrews Bay Ry. Co.....	Bay County, Fla.....	1.86
Baltimore & Ohio R. R. Co.....	Carroll and Starke Counties, Ohio.....	2.75
Do.....	Starke County, Ohio.....	7.31
Bangor & Aroostook R. R. Co.....	Piscataquis County, Me.....	8.85
Chesapeake & Ohio Ry. Co.....	Ohio River Ferry.....	162.10
Chicago & Eastern Illinois R. R. Co.....	Clay, Vigo, Park, Fountain, Warren, Benton, Newton, Jasper, Porter, and Laporte Coun- ties, Ind.....	5.00
Cleveland, Cincinnati, Chicago & St. Louis Ry. Co.....	Boone County, Ind.....	57.64
Columbus & Greenville R. R. Co.....	Washington, Laflore, and Tallahatchie Coun- ties, Miss.....	6.10
Escanaba & Lake Superior R. R. Co.....	Marquette and Dickinson Counties, Mich.....	32.00
Georgia, Florida & Alabama Ry. Co.....	Water transportation in Florida.....	7.49
Great Northern Ry. Co.....	Stevens County, Wash.....	3.40
Gulf, Mobile & Northern R. R. Co.....	Greene and Wayne Counties, Miss.....	8.70
Leetonia Ry. Co.....	Tioga County, Pa.....	3.83
Lehigh Valley R. R. Co.....	Sullivan and Wyoming Counties, Pa.....	2.00
Live Oak, Perry & Gulf R. R. Co.....	Taylor County, Fla.....	3.74
Do.....	do.....	5.50
Louisiana & Pacific Ry. Co. of Louisiana.....	Beauregard Parish, La.....	7.50
Manistique & Lake Superior R. R. Co.....	Schoolcraft County, Mich.....	51.43
Memphis, Dallas & Gulf R. R. Co.....	Pike, Garland, Montgomery, Dallas, and Clark Counties, Ark.....	3.90
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.....	Crow Wing County, Minn.....	18.00
Morenci Southern Ry. Co.....	Greenlee County, Ariz.....	16.00
Nevada, California & Oregon Ry.....	Lassen County, Calif.....	1.52
New York, New Haven & Hartford R. R. Co..	Middlesex County, Conn.....	12.22
Norfolk Southern R. R. Co.....	Moore County, N. C.....	27.89
Northern Pacific Ry. Co.....	Bayfield County, Wis.....	6.00
Ocala & Southwestern R. R. Co.....	Marion County, Fla.....	28.92
Oregon Trunk Ry.....	Wasco and Jefferson Counties, Oreg.....	17.00
Silverton Ry. Co.....	San Juan and Ouray Counties, Colo.....	7.88
Southern Pacific Co.....	Elko County, Nev.....	10.00
Zwolle & Eastern Ry. Co.....	Sabine Parish, La.....	526.53
Total miles abandoned.....		

AUTHORIZATIONS OF CONTROL OF ONE CARRIER BY ANOTHER CARRIER, UNDER PARAGRAPH (2) OF SECTION 5 OF THE INTERSTATE COMMERCE ACT.

Name of applicant.	Name of carrier.	How acquired.
Atchison, Topeka & Santa Fe Ry. Co.	Dodge City & Cimarron Valley Ry. Co.	Lease.
Do.	Santa Fe & Los Angeles Harbor Ry. Co.	Do.
Do.	do.	Purchase of stock.
Atlantic Coast Line R. R. Co.	Rockingham R. R. Co.	Do.
Baltimore & Ohio R. R. Co.	Indian Creek & Northern R. R. Co.	Do.
Chesapeake & Ohio Ry. Co.	Chesapeake & Ohio Ry. Co. of Indiana	Lease.
Chicago, Milwaukee & St. Paul Ry. Co.	Chicago, Milwaukee & Gary Ry. Co.	Purchase of stock.
El Paso & Southwestern Co.	Arizona & New Mexico Ry. Co.	Lease.
Erie R. R. Co.	New York, Lake Erie & Western R. R. Co.	Do.
International-Great Northern R. R. Co.	Austin Dam & Suburban Ry. Co.	Purchase of stock.
New York Central R. R. Co.	Chicago River & Indiana R. R. Co.	Do.
Do.	Chicago Junction Ry.	Lease.
Do.	Cleveland, Cincinnati, Chicago & St. Louis Ry. Co.	Purchase of stock.
Do.	Toledo & Ohio Central Ry. Co. and Kanawha & Michigan Ry. Co.	Lease.
New York, Chicago & St. Louis R. R. Co.	Lake Erie & Western R. R. Co.	Operating contract.
Pennsylvania R. R. Co.	Grand Rapids & Indiana Ry. Co.	Lease.
Do.	Pittsburgh, Cincinnati, Chicago & St. Louis R. R. Co.	Do.
Do.	Wheeling Terminal Ry. Co.	Do.
Do.	Englewood Connecting Ry. Co. and South Chicago & Southern R. R. Co.	Do.
Do.	Toledo, Columbus & Ohio River R. R. Co.; Cleveland, Akron & Cincinnati Ry. Co.; Cincinnati, Lebanon & Northern Ry. Co., and Pittsburgh Ohio Valley & Cincinnati R. R. Co.	Do.
Do.	Ohio Connecting Ry. Co.	Do.
Do.	Indianapolis & Frankfort R. R. Co. and Louisville Bridge & Terminal Ry. Co.	Do.
Pittsburgh & West Virginia Ry. Co.	West Side Belt R. R. Co.	Operating contract.
Union Pacific R. R. Co.	Saratoga & Encampment Ry. Co.	Lease.
Virginian Ry. Co.	Virginian & Western Ry. Co.	Do.

AUTHORIZATIONS OF CONSOLIDATIONS OF TELEPHONE COMPANIES AND ACQUISITIONS OF TELEPHONE PROPERTIES UNDER PARAGRAPH (9) OF SECTION 407 OF THE TRANSPORTATION ACT, 1920, AS AMENDED.

Bell Telephone Company of Pennsylvania to acquire by purchase the property of Chartiers Telephone Company located in Pennsylvania.

Bell Telephone Company of Pennsylvania to acquire by purchase the property of Pittsburgh & Allegheny Telephone Company located in Pennsylvania.

Chesapeake & Potomac Telephone Company of Baltimore City to acquire by purchase the property of Garrett County Telephone Company located in Maryland.

Chesapeake & Potomac Telephone Company of Baltimore City to acquire by purchase the property of Cumberland Valley Telephone Company of Baltimore City located in Maryland, and Chesapeake & Potomac Telephone Company of West Virginia to acquire by purchase the property of Cumberland Valley Telephone Company of Baltimore City located in West Virginia.

Inter-Mountain Telephone Company, a corporation to be formed by the consolidation of Cumberland Telephone & Telegraph Company, Incorporated, East Tennessee Telephone Company of Virginia, Bristol Telephone Company and Chesapeake & Potomac Telephone Company of Virginia, the properties of said companies being located in Tennessee and Virginia.

Michigan State Telephone Company to acquire by purchase the property of Valley Home Telephone Company located in Michigan.

Ohio Bell Telephone Company to acquire by purchase the property and assets of Chesapeake & Potomac Telephone Company of West Virginia located in Ohio.

Ohio Bell Telephone Company to acquire by purchase the property of Sandusky Home Telephone Company located in Ohio.

Ohio Bell Telephone Company to acquire by purchase the property of Springfield-Xenia Telephone Company located in Ohio.

Pacific Telephone & Telegraph Company to acquire by lease, the properties of Northwestern Long Distance Telephone Company located in Oregon and Washington.

Perry County Telephone Company to acquire by purchase the property of Citizens Independent Telephone Company located in Ohio.

Wisconsin Telephone Company to acquire by purchase the property of Rock County Telephone Company located in Wisconsin.

Wisconsin Telephone Company to acquire by purchase the property of Chippewa County Telephone Company located in Wisconsin.

**CERTIFICATES ISSUED FOR PARTIAL PAYMENTS AND IN SETTLEMENT
UNDER SECTION 204 OF THE TRANSPORTATION ACT, 1920, SINCE THE
EFFECTIVE DATE OF SAID ACT.**

Carrier.	Partial payments.	Settle- ments.	Deduction on account of traffic balances.	Net pay- ments.
Alabama & Mississippi.....		\$60,295.21	\$87,751.12	\$27,455.91
Alabama Northern.....	\$3,000.00			3,000.00
Angelina & Neches River.....	30,000.00		6,563.39	23,436.61
Apalachicola Northern.....	50,000.00	3,763.97		53,763.97
Arizona & Swansea.....		15,296.34		15,296.34
Atlanta & St. Andrews Bay.....		103,452.76		103,452.76
Bartlett Western Ry.....	17,546.73		3,117.89	14,428.84
Blytheville, Leachville & Arkansas Southern.....		29,892.09	3,697.73	26,194.36
Bonlee & Western.....	500.00			500.00
Bridgeton & Saco River.....		15,359.93		15,359.93
Bristol.....	3,000.00			3,000.00
Brownstone & Middletown.....	2,000.00			2,000.00
Bullfrog Goldfield.....	30,000.00	15,144.79		45,144.79
Butler County.....	50,000.00	18,078.37	364.67	67,713.70
Cazenovia Southern.....		7,187.52		7,187.52
Cairo, Truman & Southern.....		38,157.71	5,485.71	32,672.00
Carolina & Yadkin River.....	16,500.00		10,932.42	5,567.58
Chesapeake Western.....		11,040.05		11,040.05
Chicago, Palatine & Wauconda.....	9,000.00		2,931.66	6,068.34
Chicago Tunnel Co.....		22,747.33		22,747.33
Chicago Warehouse & Terminal Co.....		64,246.10		64,246.10
Colorado Springs & Cripple Creek District.....		284,321.42		284,321.42
Dayton, Toledo & Chicago.....		127,313.36	100,000.00	27,313.36
Deering Southwestern.....		40,221.64		40,221.64
Electric Short Line.....	46,708.25	871.05	708.25	46,871.05
Elwood, Anderson & Lapelle.....		15,693.35		15,693.35
Emmitsburg.....		2,998.07		2,998.07
Etttrick & Northern.....		11,410.94	8,101.98	3,308.96
Fernwood, Columbia & Gulf.....		46,478.60		46,478.60
Fort Smith, Subiaco & Rock Island.....		8,166.45	513.34	7,653.11
Fouche River Valley & Indian Territory.....		73,332.16	10,565.89	62,766.27
Frankfort & Cincinnati.....	5,600.00		13,034.88	7,434.88
Franklin & Pittsylvania.....	21,751.06		17,262.19	4,488.87
Fulton Chain.....		3,881.06		3,881.06
Gainesville & Northwestern.....	7,100.34		600.34	6,500.00
Georgia Coast & Piedmont.....	40,000.00	23,126.96	3,513.52	59,613.44
Georgia, Florida & Alabama.....	25,000.00			25,000.00
Glenmora & Western.....		10,917.04	169.96	10,747.08
Gulf, Florida & Alabama.....	370,000.00	72,507.96	356,360.45	86,147.51
Illinois Northern.....		202,509.43	736.46	201,772.97
Intermountain.....		20,739.20		20,739.20
Jefferson & Northwestern.....	60,000.00	4,983.55	11,307.04	53,676.51
Kansas, Oklahoma & Gulf.....	100,000.00			100,000.00
Kentwood & Eastern.....	64,000.00	8,764.96		72,764.96
Kentwood, Greensburg & Southwestern.....		52,423.22		52,423.22
Knoxville, Sevierville & Eastern.....	31,000.00	5,009.25	11,749.88	24,259.37
La Salle & Bureau County.....		13,414.14		13,414.14
Lawndale Ry. & Industrial Co.....		2,730.98		2,730.98
Lectonia.....		44,831.32		44,831.32
Liberty White.....	2,500.00	16,118.15		18,618.15
Lime Rock.....		10,441.91		10,441.91
Little Cottonwood Trans.....		39,073.32	6,922.70	32,150.62
Little Rock, Maumelle & Westrn.....		24,433.76	2,651.85	21,781.91
Lorain & Southern.....	5,187.38			5,187.38
Lorama R. R.....	5,700.00		602.93	5,097.07
Louisiana Ry. & Nav. Co.....	300,000.00		65,490.86	234,509.14
Lufkin, Hemphill & Gulf.....	50,000.00		22,460.09	34,056.98
Madison Southern.....		6,517.07		6,517.07
Manchester & Oneida.....		5,953.10		5,953.10
Mansfield Ry. & Trans. Co.....		6,327.14	4,779.44	1,547.70
Marietta & Vincent.....		14,802.09		14,802.09
Marietta & Vincent.....		20,188.84		20,188.84
Middle Tennessee.....		41,892.92	2,578.83	39,314.09
Midland.....	98,769.67		35,852.46	62,917.21
Millers Creek.....		50,237.97		50,237.97
Milltown Air Line.....		14,959.72	440.00	14,519.72
Mineral Point & Northern.....	50,000.00		8,153.97	41,846.03
Monson.....		11,623.92	2,940.90	8,683.02
Montana Western.....	23,501.20	2,233.90		21,267.30
Moseow, Camden & San Augustine.....		7,168.23	85.50	7,082.73
Moshassuek Valley.....	25,000.00			25,000.00
Mount Jewett, Kinzua & Ritterville.....	16,000.00		10,131.05	5,868.95
Nacogdoches & Southeastern.....		18,498.53	235.15	18,263.38
Neame, Carson & Southern.....		39,188.86		39,188.86
Nevada-California-Oregon.....	45,189.21	50,015.76	10,610.12	84,594.85
New Castle & Ohio River.....		1,128.29		1,128.29
New Mexico Central.....	60,699.52	133,979.07	11,824.52	182,854.07

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Certificates issued for partial payments and in settlement under section 204 of the Transportation Act, 1920, since the effective date of said act—Continued.

Carrier.	Partial payments.	Settlements.	Deduction on account of traffic balances.	Net payments.
New York Dock.....	\$64,000.00		\$28,466.31	\$35,533.69
Nezperce & Idaho.....		\$21,109.43		21,109.43
Northampton & Bath.....		121,911.41		121,911.41
Ocean Shore.....		63,322.30		63,322.30
Ocala Southern.....	26,279.10		17,456.28	8,822.82
Okmulgee Northern.....		15,684.26		15,684.26
Owasco River.....		21,740.17		21,740.17
Paris & Mount Pleasant.....	80,000.00	1,748.47	196,657.59	114,909.13
Penn Yan & Lake Shore.....	15,000.00		2,198.16	12,801.84
Pickens.....	11,000.00		6,679.01	4,320.99
Pittsburg, Shawmut & Northern.....	200,000.00			200,000.00
Randolph & Cumberland.....	23,214.06		10,714.06	12,500.00
Raquette Lake.....		9,717.82		9,717.82
St. John & Ophir.....		17,977.70		17,977.70
Salina Northern.....		3,840.26		3,840.26
Sandy River & Rangeley Lakes.....		52,585.11		52,585.11
Shearwood.....	9,540.33	1,758.28	1,258.02	10,040.59
Silverton Northern.....		20,845.16		20,845.16
South Buffalo.....		196,175.57		196,175.57
South Manchester.....		16,353.02		16,353.02
South San Francisco Belt.....		29,590.87		29,590.87
Spokane & British Columbia.....		14,289.87		14,289.87
Statenville.....		7,178.03	528.81	6,649.22
Susquehanna & New York.....		20,271.48		20,271.48
Tennessee, Alabama & Georgia.....		59,950.17	4,367.15	55,583.02
Texas State.....	16,000.00		4,450.00	11,550.00
United Verde & Pacific.....		34,533.15		34,533.15
Ursina & North Fork.....	20,000.00	3,094.98		23,094.98
Ventura County.....		17,456.32		17,456.32
Wabash, Chester & Western.....		37,939.95		37,939.95
Waterville.....		9,671.53		9,671.53
Western Allegheny.....		114,941.96	527.05	114,414.91
White Sulphur & Huntersville.....	14,000.00		6,121.88	7,878.12
Wisconsin & Michigan.....	33,364.56		5,694.43	27,670.13
Wyandotte Southern.....		10,388.98		10,388.98
Total.....	2,177,651.41	2,915,699.28	1,126,347.89	3,967,002.80

CASES DISMISSED, SECTION 204, TRANSPORTATION ACT, 1920.

Abilene & Southern Ry. Co.
 Adirondack & St. Lawrence R. R. Co.
 Alabama Central R. R. Co.
 Augusta Southern R. R. Co.
 Beaumont & Saratoga Trans. Co.
 Billings & Central Montana Ry. Co.
 Cape Girardeau Northern Ry. Co.
 Eastern Kentucky Ry. Co.
 Fellsmere R. R.

Galesburg & Western R. R.
 Marion Ry. Corp.
 Middletown & Unionville R. R. Co.
 Montana, Wyoming & Southern R. R. Co.
 Northern Liberties Ry. Co.
 Roanoke River Ry. Co.
 St. Louis, El Reno & Western Ry. Co.
 Washington & Choctaw Ry. Co.

CERTIFICATES ISSUED FOR ADVANCES, PARTIAL PAYMENTS, AND IN SETTLEMENT, UNDER SECTION 209 OF THE TRANSPORTATION ACT, 1920, SINCE THE EFFECTIVE DATE OF SAID ACT.

Carrier.	Advances.	Partial payments.	Settlements.	Total.
Adirondack & St. Lawrence.....	\$4,929.00			\$4,929.00
Alabama & Mississippi.....			\$16,543.61	16,543.61
Alabama Central Railroad.....		\$3,000.00		3,000.00
Alabama Central Railway.....		100,000.00	2,246.20	2,246.20
Alabama, Tennessee & Northern.....		62,500.00		62,500.00
Alton & Southern.....		100,000.00		100,000.00
American Ry. Express.....	19,700,000.00	8,375,000.00		28,075,000.00
Ann Arbor.....	240,000.00		75,261.85	315,261.85
Apalachicola Northern.....		6,000.00	14,802.29	20,802.29
Aransas Harbor Terminal.....	12,000.00		18,093.95	30,093.95
Arizona & New Mexico.....		150,000.00		150,000.00
Arizona Eastern.....		390,000.00		390,000.00
Atchison, Topeka & Santa Fe.....		5,425,000.00		5,425,000.00
Atlanta & St. Andrews Bay.....	70,000.00			70,000.00
Atlanta, Birmingham & Atlantic.....	1,114,000.00	90,000.00		1,204,000.00
Atlantic & St. Lawrence.....		425,000.00		425,000.00
Atlantic & Western.....	15,000.00			15,000.00
Atlantic Coast Line.....	2,500,000.00	2,400,000.00		4,900,000.00
Baltimore & Ohio.....	14,000,000.00	6,400,000.00		20,400,000.00
Baltimore & Ohio Chicago Terminal.....		735,000.00		735,000.00
Baltimore, Chesapeake & Atlantic.....	159,300.00			159,300.00
Bangor & Aroostook.....	284,000.00	60,000.00		344,000.00
Bartlett Western.....		7,500.00		7,500.00
Bath & Hammondsport.....		9,000.00		9,000.00
Bennettsville & Cheraw.....		10,000.00	6,319.94	16,319.94
Big Fork & International Falls.....		25,000.00		25,000.00
Birmingham & Northwestern.....	33,000.00			33,000.00
Birmingham & Southeastern.....		12,000.00		12,000.00
Bloomsburg & Sullivan.....			2,961.03	2,961.03
Boston & Maine.....	4,000,000.00	6,500,000.00		10,500,000.00
Boyer City, Gaylord & Alpena.....	30,000.00	12,500.00		42,500.00
Bridgton & Saco River.....			2,995.70	2,995.70
Brooklyn Eastern District Terminal.....	220,000.00			220,000.00
Brownwood North & South.....		5,500.00	1,051.27	6,551.27
Buffalo & Susquehanna.....		100,000.00		100,000.00
Buffalo, Rochester & Pittsburgh.....	1,300,000.00	232,500.00	222,364.47	1,754,864.47
Bullfrog Goldfield.....	7,500.00		14,454.88	21,954.88
Carolina & Northeastern.....		10,000.00		10,000.00
Carolina & Northwestern.....		59,500.00		59,500.00
Carrollton & Worthville.....	11,000.00			11,000.00
Central Indiana.....		80,000.00		80,000.00
Central of Georgia.....	3,150,000.00	475,000.00		3,625,000.00
Central New England.....	1,532,670.00			1,532,670.00
Central New York Southern.....		33,000.00		33,000.00
Central R. R. Co. of New Jersey.....	5,146,411.00			5,146,411.00
Central Vermont.....	1,325,000.00	100,000.00	40,148.63	1,465,148.63
Central West Virginia Southern.....		8,574.89		8,574.89
Charleston & Western Carolina.....	220,000.00	260,000.00		480,000.00
Charleston Terminal.....		50,000.00	10,351.89	60,351.89
Chesapeake & Ohio.....	2,700,000.00	600,000.00		3,300,000.00
Chesapeake Western.....	10,000.00		6,804.15	16,804.15
Chicago & Alton.....	700,000.00	1,020,000.00		1,720,000.00
Chicago & Eastern Illinois.....	1,500,000.00		723,982.56	2,223,982.56
Chicago & Erie.....	1,285,000.00	336,500.00		1,621,500.00
Chicago & Northwestern.....		12,800,000.00	3,733,520.55	16,533,520.55
Chicago, Burlington & Quincy.....		7,650,000.00		7,650,000.00
Chicago, Detroit & Canada G. T. Jct.....		55,000.00		55,000.00
Chicago Great Western.....	1,700,000.00	1,485,000.00		3,185,000.00
Chicago, Indianapolis & Louisville.....	500,000.00	775,000.00		1,275,000.00
Chicago Junction.....	1,000,000.00	250,000.00	315,319.54	1,565,319.54
Chicago, Milwaukee & Gary.....	91,697.00			91,697.00
Chicago, Milwaukee & St. Paul.....	14,297,702.00	8,137,190.05	676,636.00	23,111,528.05
Chicago, Peoria & St. Louis.....	238,000.00	225,000.00	78,372.69	541,372.69
Chicago River & Indiana.....	75,000.00			75,000.00
Chicago, Rock Island & Pacific.....		7,000,000.00		7,000,000.00
Chicago, St. Paul, Minneapolis & Omaha.....	900,000.00	1,192,000.00	368,096.82	2,460,096.82
Chicago, Terre Haute & Southeastern.....		49,000.00		49,000.00
Chicago Tunnel Co.....		14,500.00	16,812.53	31,312.53
Chicago Warehouse & Terminal Co.....			46,806.40	46,806.40
Chicago, West Pullman & Southern.....		22,000.00		22,000.00
Cincinnati, Indianapolis & Western.....	150,000.00	230,000.00		380,000.00
Cincinnati, Lebanon & Northern.....		150,000.00		150,000.00
Cincinnati, Saginaw & Mackinaw.....		90,000.00		90,000.00
Cleveland, Cincinnati, Chicago & St. Louis.....		470,000.00		470,000.00
Colorado & Southern.....		340,000.00		340,000.00
Colorado Springs & Cripple Creek District.....			170,921.69	170,921.69

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Certificates issued for advances, partial payments, and in settlement, under section 209 of the transportation act, 1920, since the effective date of said act—Continued.

Carrier.	Advances.	Partial payments.	Settlements.	Total.
Cooperstown & Charlotte Valley		\$15,000.00		\$15,000.00
Copper Range		150,000.00		150,000.00
Cumberland & Manchester	\$8,000.00			8,000.00
Cumberland & Pennsylvania		60,000.00		60,000.00
Deering Southwestern		4,000.00	\$3,623.67	7,623.67
Delaware & Hudson	2,195,000.00	507,500.00		2,702,500.00
Delaware & Northern	31,500.00			31,500.00
Delaware, Lackawanna & Western	5,124,500.00	2,000,000.00		7,124,500.00
Denison & Pacific Suburban		17,700.00	340.86	18,040.86
Denver & Rio Grande		937,500.00	477,953.32	1,415,453.32
Denver & Salt Lake	425,000.00			425,000.00
Detroit & Huron		7,500.00		7,500.00
Detroit & Mackinac		55,000.00	61,678.28	116,678.28
Detroit, Bay City & Western	90,000.00	4,500.00	13,313.36	107,813.36
Detroit Terminal	100,000.00			100,000.00
Detroit, Grand Haven & Milwaukee		580,000.00		580,000.00
Detroit, Toledo & Ironton		225,000.00		225,000.00
Duluth, South Shore & Atlantic	281,500.00		178,459.94	459,959.94
Durham & Southern			70,166.99	70,166.99
Electric Short Line Ry	45,000.00		14,993.67	59,993.67
Electric Short Line Terminal			3,158.56	3,158.56
El Paso & Southwestern		500,000.00	691,408.32	1,191,408.32
Emmitsburg			2,497.62	2,497.62
Erie	13,765,000.00	1,000,000.00		14,765,000.00
Fernwood, Columbia & Gulf	35,000.00	24,000.00	12,480.05	71,480.05
Flint River & Northeastern		4,000.00	1,238.91	5,238.91
Fort Dodge, Des Moines & Southern	137,500.00			137,500.00
Fort Smith, Subiaco & Rock Island			5,059.23	5,059.23
Fort Worth & Rio Grande		210,000.00	41,885.67	251,885.67
Fort Worth Belt		12,500.00		12,500.00
Fouche River Valley & Indian Territory	16,500.00			16,500.00
Frankfort & Cincinnati		12,500.00		12,500.00
Franklin & Pittsylvania	11,000.00	3,000.00		14,000.00
Gainesville & Northwestern	8,400.00	7,000.00		15,400.00
Gainesville Midland	11,300.00	25,000.00		36,300.00
Galveston, Harrisburg & San Antonio		150,000.00		150,000.00
Galveston Wharf		139,000.00	31,742.96	170,742.96
Georgia		414,000.00		414,000.00
Georgia & Florida	445,000.00	15,000.00		460,000.00
Georgia, Florida & Alabama	120,000.00	40,000.00		160,000.00
Georgia Northern		5,500.00	1,632.37	7,132.37
Georgia Southern & Florida		130,000.00	366,737.96	496,737.96
Grand Canyon		9,500.00		9,500.00
Grand Rapids & Indiana		780,000.00		780,000.00
Grand Trunk Western		1,000,000.00		1,000,000.00
Great Northern	6,500,000.00	6,000,000.00		12,500,000.00
Greenwich & Johnsonville		6,000.00		6,000.00
Gulf & Ship Island	245,000.00	20,000.00		265,000.00
Gulf, Colorado & Santa Fe		1,575,000.00		1,575,000.00
Gulf, Florida & Alabama	235,000.00	12,000.00	6,684.92	253,684.92
Gulf, Mobile & Northern	528,000.00	200,000.00		728,000.00
Gulf, Texas & Western	95,000.00	20,000.00		115,000.00
Hawkinsville & Florida Southern	65,000.00	10,000.00		75,000.00
Houston & Brazos Valley	37,000.00	15,500.00		52,500.00
Houston & Texas Central		900,000.00		900,000.00
Houston, East & West Texas		145,000.00		145,000.00
Huntington & Broad Top Mountain	82,715.00	122,285.00		205,000.00
Illinois Central	8,000,000.00	4,376,000.00	1,313,078.57	13,689,078.57
Illinois Northern		35,000.00		35,000.00
Indiana Harbor Belt		900,000.00		900,000.00
International & Great Northern	1,815,000.00	788,010.15		2,603,010.15
Jefferson & Northwestern	30,000.00		18,362.49	48,362.49
Kanawha & Michigan		103,000.00		103,000.00
Kansas City, Clinton & Springfield		55,000.00	31,228.29	86,228.29
Kansas City, Mexico & Orient	446,000.00		32,904.17	478,904.17
Kansas City, Mexico & Orient of Texas	470,000.00		84,715.19	554,715.19
Kansas City Southern	600,000.00			600,000.00
Kansas, Oklahoma & Gulf	142,000.00	120,000.00		262,000.00
Kinston Carolina		1,500.00		1,500.00
Lake Charles & Northern		21,000.00		21,000.00
Lake Erie & Western		360,000.00	140,918.65	500,918.65
La Salle & Bureau County			375.09	375.09
Leavenworth Terminal		18,000.00		18,000.00
Lehigh & Hudson River		200,000.00	184,750.92	384,750.92
Lehigh Valley	7,000,000.00			7,000,000.00
Lewiston & Auburn		22,000.00		22,000.00
Liberty White			8,104.28	8,104.28
Live Oak, Perry & Gulf		22,000.00		22,000.00
Long Island		450,000.00		450,000.00

Certificates issued for advances, partial payments, and in settlement, under section 209 of the transportation act, 1920, since the effective date of said act—Continued.

Carrier.	Advances.	Partial payments.	Settlements.	Total.
Louisiana Ry. & Navigation Co.		\$102,626.94		\$102,626.94
Louisville & Nashville	\$2,000,000.00	4,750,000.00		6,750,000.00
Louisville & Wadley		6,500.00		6,500.00
Louisville Bridge & Terminal		150,000.00		150,000.00
Louisville, Henderson & St. Louis		175,000.00		175,000.00
Lufkin, Hemphill & Gulf			\$10,851.76	10,851.76
Macon, Dublin & Savannah	50,000.00			50,000.00
Maine Central	2,300,000.00	300,000.00		2,600,000.00
Manchester & Oneida			5,486.80	5,486.80
Manistique & Lake Superior		33,000.00		33,000.00
Maryland & Pennsylvania		75,000.00		75,000.00
Marion & Rye Valley	5,250.00	8,800.00		14,050.00
Marion & Southern			2,923.72	2,923.72
Maryland, Delaware & Virginia	85,000.00			85,000.00
Maxton, Alma & Southbound	3,000.00			3,000.00
Memphis, Dallas & Gulf	90,000.00	6,000.00		96,000.00
Meridian & Memphis	20,000.00	9,000.00		29,000.00
Michigan Air Line		30,000.00		30,000.00
Michigan Central		910,000.00		910,000.00
Middle Tennessee			20,864.90	20,864.90
Middletown & Unionville		3,500.00	10,303.90	13,803.90
Midland	30,000.00			30,000.00
Midland Valley		63,000.00		63,000.00
Mineral Point & Northern		6,500.00		6,500.00
Mineral Range	70,000.00		123,167.95	193,167.95
Minneapolis & St. Louis	2,150,000.00	490,000.00		2,640,000.00
Minneapolis Eastern		17,000.00	2,139.63	19,139.63
Minneapolis, St. Paul & S. S. Marie	3,135,000.00	1,400,000.00	592,467.82	5,127,467.82
Minnesota & International		150,000.00		150,000.00
Mississippi Central		245,000.00	38,581.46	283,581.46
Mississippi Eastern		8,500.00	4,494.77	12,994.77
Missouri & North Arkansas	300,000.00	49,500.00		349,500.00
Missouri, Kansas & Texas	700,000.00			700,000.00
Missouri, Kansas & Texas of Texas	2,870,000.00			2,870,000.00
Missouri Pacific	9,483,000.00	3,100,000.00		12,583,000.00
Mobile & Ohio	950,000.00	375,000.00	605,735.85	1,930,735.85
Monson	3,000.00			3,000.00
Montana Western		3,000.00	4,019.21	7,019.21
Montpelier & Wells River		64,500.00		64,500.00
Morgan's Louisiana & Texas		85,000.00		85,000.00
Mt. Hope Mineral		4,000.00	324.19	3,675.81
Mt. Jewett, Kinzua & Riterville	9,000.00			9,000.00
Muscatine, Burlington & Southern	46,000.00			46,000.00
Nashville, Chattanooga & St. Louis	1,200,000.00	150,000.00		1,350,000.00
Nevada Copper Belt	30,000.00			30,000.00
New Orleans Great Northern		235,500.00	131,055.93	366,555.93
New Orleans, Texas & Mexico	500,000.00			500,000.00
New York & Pennsylvania		15,000.00		15,000.00
New York Central		20,000,000.00		20,000,000.00
New York Dock		50,000.00		50,000.00
New York, New Haven & Hartford	11,817,200.00			11,817,200.00
New York, Ontario & Western		600,000.00	95,010.33	695,010.33
New York, Philadelphia & Norfolk	256,000.00	300,000.00		556,000.00
New York, Susquehanna & Western	550,000.00	205,000.00		755,000.00
Nezperce & Idaho		6,000.00		6,000.00
Norfolk & Portsmouth Belt Line	30,000.00			30,000.00
Norfolk & Western	6,000,000.00	2,000,000.00		8,000,000.00
Norfolk Southern	700,000.00		611,700.63	1,311,700.63
Northern Alabama		80,000.00		80,000.00
Northern Pacific	5,000,000.00	7,000,000.00		12,000,000.00
Ocala Southern	8,000.00	15,000.00		23,000.00
Ohio River & Western		70,000.00		70,000.00
Oil Fields Short Line			11,588.35	11,588.35
Oregon Electric		180,000.00		180,000.00
Oregon Trunk		40,000.00		40,000.00
Owasco River			5,200.42	5,200.42
Pacific Coast Railroad		30,000.00	2,342.79	32,342.79
Pacific Coast Railway			21,558.36	21,558.36
Panhandle & Santa Fe		550,000.00		550,000.00
Paris & Great Northern		27,500.00	4,389.00	31,889.00
Paris & Mt. Pleasant	50,000.00	25,000.00	6,105.81	81,105.81
Penn Yan & Lake Shore		2,000.00		2,000.00
Pennsylvania	53,000,000.00			53,000,000.00
Peoria & Pekin Union	245,500.00	55,000.00	83,829.87	384,329.87
Peoria Ry. Terminal		87,000.00		87,000.00
Philadelphia & Reading	5,500,000.00	2,350,000.00	1,656,060.80	9,506,060.80
Pittsburgh & Lake Erie		3,000,000.00		3,000,000.00
Pittsburgh & West Virginia	175,000.00			175,000.00
Pittsburgh, Cincinnati, Chicago & St. Louis	6,100,000.00	4,000,000.00		10,100,000.00

Certificates issued for advances, partial payments, and in settlement, under section 209 of the transportation act, 1920, since the effective date of said act—Continued.

Carrier.	Advances.	Partial payments.	Settlements.	Total.
Pontiac, Oxford & Northern.....		\$110,000.00		\$110,000.00
Port Bolivar Iron & Ore.....		4,000.00		4,000.00
Port St. Joe Dock & Terminal.....			\$1,410.22	1,410.22
Quannah Acme & Pacific.....		55,000.00	17,226.86	72,226.86
Railway Transfer Co. of City of Minn.....		65,000.00		65,000.00
Randolph & Cumberland.....	\$15,000.00			15,000.00
Rapid City, Black Hills & Western.....	15,000.00		8,685.30	23,685.30
Raritan River.....		80,000.00	24,305.19	104,305.19
Rio Grande El Paso & Santa Fe.....		40,000.00		40,000.00
Rio Grande Southern.....		115,000.00		115,000.00
Rockingham.....		8,000.00		8,000.00
Rutland.....	375,000.00	225,000.00		600,000.00
Rock Island Southern.....			58,711.84	58,711.84
Salina Northern.....		8,000.00	14,086.24	22,086.24
San Antonio & Aransas Pass.....		475,000.00	81,354.39	556,354.39
San Antonio, Uvalde & Gulf.....	45,000.00	65,000.00		110,000.00
Sandy River & Rangeley Lakes.....		10,000.00	26,534.07	36,534.07
Santa Maria Valley.....			10,513.78	10,513.78
Savannah & Statesboro.....		4,000.00		4,000.00
Seaboard Air Line.....	6,825,000.00	300,000.90		6,825,000.00
Shearwood Railway.....	2,500.00	2,000.00		4,500.00
Sioux City Terminal.....			21,623.22	21,623.22
Southern Pacific.....		4,200,000.00		4,200,000.00
Spokane, Portland & Seattle.....	200,000.00	250,000.00		450,000.00
St. Johnsbury & Lake Champlain.....		70,000.00		70,000.00
St. Joseph & Grand Island.....	220,000.00	195,000.00		415,000.00
St. Joseph Belt.....		62,500.00		62,500.00
St. Louis-San Francisco.....	3,000,000.00	1,530,000.00	855,449.76	5,385,449.76
St. Louis, San Francisco & Texas.....		200,000.00	114,967.63	314,967.63
St. Paul Bridge & Terminal.....		74,500.00		74,500.00
Stanley, Merrill & Phillips.....			32,482.71	32,482.71
Sullivan County.....		17,000.00		17,000.00
Susquehanna & New York.....		50,000.00	29,950.61	79,950.61
Sylvania Central.....		10,000.00		10,000.00
Tennessee, Alabama & Georgia.....			40,359.66	40,359.66
Tennessee Central.....		235,000.00		235,000.00
Terminal R. R. Ass'n of St. Louis.....	1,140,000.00	275,000.00	278,960.75	1,693,960.75
Texas & Pacific.....		1,745,000.00	298,041.77	2,043,041.77
Texas Midland.....		100,000.00	58,367.54	158,367.54
Texas Short Line.....		6,000.00		6,000.00
Toledo & Ohio Central.....		105,000.00		105,000.00
Toledo, Peoria & Western.....		175,000.00		175,000.00
Toledo, Saginaw & Muskegon.....		75,000.00		75,000.00
Tonopah & Goldfield.....		80,000.00	16,683.34	96,683.34
Trans-Mississippi Terminal.....		165,000.00	21,950.23	186,950.23
Trinity & Brazos Valley.....	280,000.00	35,000.00		315,000.00
Trinity Valley Southern.....		1,500.00		1,500.00
Ulster & Delaware.....		244,800.00	69,450.00	314,250.00
Union Stock Yards Co. of Omaha.....	65,000.00			65,000.00
Ursina & North Fork.....			4,150.90	4,150.90
Vermont Valley.....		45,000.00		45,000.00
Virginia Southern.....	4,500.00	2,000.00		6,500.00
Wabash.....	5,077,000.00	1,500,000.00	618,287.71	7,195,287.71
Wadley Southern.....		50,000.00		50,000.00
Washington & Choctaw.....			2,201.99	2,201.99
Waterloo, Cedar Falls & Northern.....	85,000.00			85,000.00
Waterville.....			938.59	938.59
Waupaca-Green Bay.....		4,000.00		4,000.00
Western Allegheny.....		45,000.00	39,226.17	84,226.17
Western Maryland.....	1,000,000.00	400,000.00		1,400,000.00
Wheeling & Lake Erie.....	500,000.00	455,000.00		955,000.00
Wichita Falls & Northwestern.....	287,800.00			287,800.00
Wichita Northwestern.....	35,000.00			35,000.00
Wilkes-Barre & Eastern.....	140,000.00			140,000.00
Winston-Salem Southbound.....	100,000.00	10,000.00		110,000.00
Wichita Valley.....		145,000.00		145,000.00
Wisconsin & Northern.....		27,500.00		27,500.00
Woodstock Ry.....			7,123.47	7,123.47
Wrightsville & Tennille.....		75,000.00		75,000.00
York Harbor & Beach.....		15,000.00		15,000.00
Total.....	263,935,874.00	168,970,412.14	17,166,759.67	450,073,045.81

CARRIERS COVERED BY SETTLEMENT CERTIFICATES ISSUED UNDER SECTION 209, TRANSPORTATION ACT, 1920, TO CONTROLLING CARRIER, SINCE THE EFFECTIVE DATE OF SAID ACT.

Carrier.	Controlling carrier.
Carthage & Pinehurst R. R. Co.	Norfolk Southern R. R. Co.
Central Vermont Transportation Co.	Central Vermont Ry. Co.
Chicago, Memphis & Gulf R. R. Co.	Illinois Central.
East St. Louis Connecting Ry.	Terminal R. R. Ass'n of St. Louis.
Missouri Valley & Blair Ry. & Br.	Chicago & North Western Ry. Co.
Pierre & Fort Pierre Bridge Ry.	Do.
Pierre Rapid City & Northwestern Ry.	Do.
Port Huron Southern R. R. Co.	Detroit, Bay City & Western R. R. Co.
St. Louis Belt & Terminal Ry. Co.	Terminal R. R. Ass'n of St. Louis.
St. Louis Merchants Bridge Term. Co.	Do.
St. Louis Transfer Ry. Co.	Do.
Wiggins Ferry Co.	Do.
Wisconsin Central R. R. Co.	Minn., St. Paul & S. S. Marie Ry. Co.
Wolf River Valley Ry. Co.	Chicago & North Western Ry. Co.
Wyoming & Northwestern Ry. Co.	Do.
Yazoo & Mississippi Valley R. R.	Illinois Central.

CASES DISMISSED, SECTION 209, TRANSPORTATION ACT, 1920, SINCE THE EFFECTIVE DATE OF SAID ACT.

Akron & Barberton Belt R. R. Co.
 Akron Union Passenger Depot Co.
 Albany Passenger Terminal Co.
 Albemarle Steam Navigation Co.
 Allegheny & South Side Ry. Co.
 American Refrigerator Transit Co.
 Arkansas & Memphis Ry. Bridge & Terminal Co.
 Asheville Southern Ry. Co.
 Atlanta Terminal Co.
 Augusta & Summerville R. R. Co.
 Augusta Union Station Co.
 Bay City Terminal Ry. Co.
 Birmingham Terminal Co.
 Boston Terminal Co.
 Calumet Western Ry. Co.
 Camas Prairie R. R. Co.
 Central California Traction Co.
 Central Elevator & Warehouse Co.
 Central Union Depot & Ry. Co. of Cincinnati.
 Charleston Union Station Co.
 Chattanooga Station Co.
 Chesapeake Steamship Co.
 Chicago, New York & Boston Refrigerator Co.
 Chicago Union Station Co.
 City of Prineville Ry.
 Columbia Union Station Co.
 Connecting Terminal R. R. Co.
 Cumberland Ry. Co.
 Dayton, Toledo & Chicago Ry. Co.
 Denver Union Terminal Ry. Co.
 Dunleith & Dubuque Bridge Co.
 Durham Union Station Co.
 Ensley Southern Ry. Co.
 Erie Terminals R. R. Co.
 Ettrick & Northern R. R. Co.
 Galveston Terminal Ry. Co.
 Great Falls & Teton County Ry. Co.
 Great Northern Equipment Co.

Great Northern Terminal Ry. Co.
 Goldsboro Union Station Co.
 Gulf Terminal Co.
 Indianapolis & Frankfort R. R. Co.
 Indianapolis Union Ry. Co.
 Jacksonville Terminal Co.
 Joplin Union Depot Co.
 Kansas City, Shreveport & Gulf Terminal Co.
 Kansas & Sidell R. R. Co.
 Kentucky & Indiana Terminal R. R. Co.
 Macon Terminal Co.
 Merchants & Miners Transportation Co.
 Meridian Terminal Co.
 Midland & Northwestern Ry. Co.
 Minneapolis Belt Line Co.
 Montana Eastern Ry. Co.
 Mt. Gilead Short Line Ry. Co.
 Norfolk Terminal Ry. Co.
 North Charleston Terminal Co.
 Port Arthur Canal & Dock Co.
 Portland Terminal Co.
 Potato Creek R. R. Co.
 Pueblo Union Depot & R. R. Co.
 St. Johns River Terminal Co.
 Savannah River Terminal Co.
 Savannah Union Station Co.
 Sievern & Knoxville R. R. Co.
 State University R. R. Co.
 Tampa Union Station Co.
 Tennessee & Carolina Southern Ry. Co.
 Troy Union R. R. Co.
 Union Depot Co. (Columbus, Ohio).
 Valley & Siletz R. R. Co.
 Van Buren Bridge Co.
 Wilmington Ry. Bridge Co.
 Winona Bridge Ry. Co.
 Woodstock & Blocton Ry. Co.

LOANS CERTIFIED TO THE SECRETARY OF THE TREASURY UNDER SECTION 210 OF THE TRANSPORTATION ACT, 1920, AS AMENDED, SINCE THE EFFECTIVE DATE OF SAID ACT, AND STATUS OF THE REVOLVING FUND CREATED BY SAID SECTION.

Name of carrier.	Amount certified.
Akron, Canton & Youngstown Ry. Co.....	\$212, 000
Alabama & Vicksburg Ry. Co.....	1, 394, 000
Alabama, Tennessee & Northern R. R. Corporation	489, 000
Ann Arbor R. R. Co.....	650, 000
Aransas Harbor Terminal Railway.....	50, 000
Atlanta, Birmingham & Atlantic Ry. Co.....	200, 000
Baltimore & Ohio R. R. Co.....	8, 200, 000
Bangor & Aroostook R. R. Co.....	253, 100
Birmingham & Northwestern Ry. Co.....	75, 000
Boston & Maine R. R.....	19, 705, 479
Buffalo, Rochester & Pittsburgh Ry. Co.....	1, 000, 000
Cambria & Indiana R. R. Co.....	250, 000
Carolina, Clinchfield & Ohio Ry.....	10, 000, 000
Central New England Ry. Co.....	300, 000
Central of Georgia Ry. Co.....	237, 900
Central Vermont Ry. Co.....	193, 000
Charles City Western Ry. Co.....	140, 000
Chesapeake & Ohio Ry. Co.....	9, 097, 000
Chicago & Eastern Illinois R. R. Co.....	785, 000
Chicago & Western Indiana R. R. Co.....	8, 000, 000
Chicago Great Western R. R. Co.....	2, 685, 373
Chicago, Indianapolis & Louisville Ry. Co.....	200, 000
Chicago, Milwaukee & St. Paul Ry. Co.....	60, 340, 000
Chicago, Rock Island & Pacific Ry. Co.....	11, 430, 540
Cisco & Northeastern Ry. Co.....	236, 450
Cowlitz, Chehalis & Cascade Ry. Co.....	45, 000
Cumberland & Manchester R. R. Co.....	375, 000
Erie Railroad Co.....	11, 574, 450
Evansville, Indianapolis & Terre Haute Ry. Co.....	400, 000
Fernwood, Columbia & Gulf R. R. Co.....	33, 000
Flemingsburg & Northern R. R. Co.....	7, 250
Fort Dodge, Des Moines & Southern R. R. Co.....	200, 000
Fort Smith & Western R. R. Co.....	156, 000
Gainesville & Northwestern R. R. Co.....	75, 000
Georgia & Florida Ry.....	800, 000
Great Northern Ry. Co.....	33, 496, 000
Greene County R. R. Co.....	60, 000
Gulf, Mobile & Northern R. R. Co.....	1, 433, 500
Hocking Valley Ry. Co.....	1, 665, 000
Illinois Central R. R. Co.....	4, 440, 000
Indiana Harbor Belt R. R. Co.....	579, 000
Inter-Urban Ry. Co.....	633, 500
International & Great Northern Ry. Co.....	194, 300
Kansas City, Mexico & Orient R. R. Co.....	5, 000, 000
Kansas City Terminal Ry. Co.....	580, 000
Lake Erie, Franklin & Clarion R. R. Co.....	25, 000
Long Island R. R. Co.....	719, 000
Louisville & Jeffersonville Bridge & R. R. Co.....	162, 000
Maine Central R. R. Co.....	2, 373, 000
Minneapolis & St. Louis R. R. Co.....	1, 768, 190
Missouri & North Arkansas Ry. Co.....	3, 500, 000
Missouri, Kansas & Texas Ry. Co. of Texas.....	450, 000
Missouri Pacific R. R. Co.....	10, 071, 760
New Orleans, Texas & Mexico Ry. Co.....	1, 160, 000
New York Central R. R. Co.....	26, 775, 000
New York, New Haven & Hartford R. R. Co.....	27, 688, 000
Norfolk Southern R. R. Co.....	1, 311, 000
Northern Pacific Ry. Co.....	6, 000, 000
Pennsylvania R. R. Co.....	12, 480, 000
Peoria & Pekin Union Ry. Co.....	1, 799, 000
Rutland R. R. Co.....	61, 000
Salt Lake & Utah R. R. Co.....	1, 000, 000
Seaboard Air Line Ry. Co.....	13, 098, 400
Shearwood Ry. Co.....	29, 000
Tampa Northern R. R. Co.....	100, 000
Tennessee Central Ry. Co.....	1, 500, 000
Terminal R. R. Association of St. Louis.....	896, 925
Toledo, St. Louis & Western R. R. Co.....	692, 000
Trans-Mississippi Terminal R. R. Co.....	1, 000, 000
Virginia Blue Ridge Ry. Co.....	106, 000
Virginia Southern R. R. Co.....	38, 000
Virginian Ry. Co.....	2, 000, 000
Waterloo, Cedar Falls & Northern Ry. Co.....	1, 320, 000
Western Maryland Ry. Co.....	3, 422, 500
Wheeling & Lake Erie Ry. Co.....	6, 264, 000
Wichita Northwestern Ry. Co.....	381, 750
Wilmington, Brunswick & Southern R. R. Co.....	90, 000
Total loans certified.....	326, 152, 667

STATUS OF REVOLVING FUND.

Appropriation	\$300,000,000
Accrued interest and repayments of principal paid to Oct. 31, 1922.....	120,109,367
Total	<u>420,109,367</u>
Tentatively reserved for claims, judgments, etc., arising out of Federal control.....	40,000,000
Balance available for loans.....	<u>380,109,367</u>
Total loans certified.....	<u>326,152,667</u>
Uncertified balance.....	53,956,700
Loans approved but not certified.....	355,000
Unencumbered balance.....	<u>53,601,700</u>

APPENDIX H.

REPORT OF THE JOINT COMMITTEE OF THE INTERSTATE
COMMERCE COMMISSION AND OF THE NATIONAL
ASSOCIATION OF RAILWAY AND UTILITIES
COMMISSIONERS ON COOPERATION.

REPORT OF THE JOINT COMMITTEE OF THE INTERSTATE COMMERCE COMMISSION AND OF THE NATIONAL ASSOCIATION OF RAILWAY AND UTILITIES COMMISSIONERS ON COOPERATION.

The following report of the Joint Committee of the Interstate Commerce Commission and of the National Association of Railway and Utilities Commissioners on cooperation approved and adopted, Commissioners Daniels, Potter, and Cox voting in the negative:

Public regulation of our railroads is performed in part by a commission representing the Federal Government and in part by commissions representing the various States. Conflicts of jurisdiction between the two systems of public regulation have arisen from time to time, resulting in litigation and action by the courts; but the Federal and State commissions were alike created in the public interest and have a common purpose, namely, the maintenance of a transportation system which will in all respects best meet the public needs. In view of this common purpose they should, and we believe they can, work together for its attainment without conflict or resort to litigation. Such cooperation is contemplated by the interstate commerce act as interpreted by the Supreme Court, and is highly desirable in the public interest.

The prime essential to such cooperation is realization of the nature and difficulties of the common problem. The State commissions realize that the railroads form a national transportation system which is not split into parts by State lines and that the public interest demands a rate structure, State and interstate, as simple and harmonious as practicable. The Interstate Commerce Commission realizes that there is danger in overcentralization of authority, that the field of regulation is vast, and that the State commissions are often better informed than itself in regard to local conditions and local needs.

Following the general rate increase of 1920 the Interstate Commerce Commission, in certain instances where corresponding increases did not become effective within the States, issued orders affecting intrastate rates. Following the decision of the Supreme Court of the United States in the *Wisconsin Passenger Fare case*, action has been taken by several State commissions which has enabled the Interstate Commerce Commission to vacate certain of its orders affecting intrastate traffic within those States. It is anticipated that similar action will follow in other States.

In a yet more important aspect cooperation looks forward to and has in view the avoidance, so far as the public interest will permit, of such orders in the future. Paragraph 3 of section 13 of the interstate commerce act authorizes the Interstate Commerce Commission to avail itself of the cooperation, services, records, and facilities of State commissions, to confer with them with respect to the relationship between rate structures and practices of carriers, and to hold joint hearings with them "where the rate-making authority of a State is or may be affected by the action taken by the commission." Our common purpose is to give the utmost force and effect to this provision of the law.

It is appreciated that time and experience may be required for the full development of methods and rules of procedure. Pending the establishment thereof, and for the purpose of making such cooperation immediately effective, it is the opinion of representatives of the Interstate Commerce Commission and of the State commissions that, except as in special cases it may be found desirable or necessary to deviate therefrom, the following procedure be followed:

Where petitions are filed with the Interstate Commerce Commission alleging that intrastate rates unjustly discriminate against interstate commerce, or persons or localities engaged therein and asking the commission to remove such discrimination, if either a State commission having jurisdiction over rates thus attacked or the Federal commission desires a conference it should notify the other without delay and thereupon such a conference should be arranged, likewise without delay. If the case goes to trial, a joint hearing by the Interstate Commerce Commission and the commission of the State affected should be held, provided a proceeding or proceedings be pending before the State commission in which action can be taken by it upon the common record. Such joint hearing should be followed by a conference to consider the facts

developed of record so as to provide opportunity for the removal of the unlawful discrimination, if any, by agreement.

Joint conference should be held on complaints attacking interstate rates in those cases where the decision of the Interstate Commerce Commission appears likely to affect, in substantial and important respects, the relationship between State and interstate rate structures; likewise, conferences should be held in the case of complaints attacking intrastate rates in those cases where the decision of the State commission appears likely to affect, in substantial and important respects, the relationship between State and interstate rate structures. Participation in the ensuing hearings, or in conferences following submission, will be upon invitation of the Interstate Commerce Commission if the complaint is filed with it, or of the State commission if the complaint is filed with it. Joint hearings will be appropriate where similar issues are pending before the Interstate Commerce Commission and a State commission, or informal conferences pending the decision of cases where there has been no participation in the prior hearings.

The provisions of the foregoing paragraph should include cases where it appears that the rate structures of two or more States, or in a group of States, may be affected by the proceedings pending. If by reason of the number of States affected, or otherwise, it shall be found impracticable or inconvenient for a member or employee of the commission of each such State to participate in the joint hearings or conferences, the commissions of the States affected should select a limited number of representatives to so participate on their behalf and to report back to the several State commissions for appropriate action by them.

It is our judgment that State commissions would not expect or desire to participate in a judicial capacity in joint hearings with the members of the Interstate Commerce Commission or its examiners in any case in which they appear as advocates.

In joint hearings involving interstate rates the rules of practice prescribed by the Interstate Commerce Commission shall govern as far as applicable.

The Federal and State commissions should feel free to suggest to each other, and the State commissions to hold among themselves, conferences on matters arising under their respective jurisdictions, with a view to harmonizing in so far as practicable rates and practices in neighboring States by appropriate action of the commissions of those States without proceedings before the Federal commission.

It is desirable that there be continued in so far as practicable the practice of the Interstate Commerce Commission of calling upon a State commission to hold hearings for it upon applications for certificates of public convenience and necessity, involving construction of new lines or abandonment of old lines. In such matters joint conferences between the Interstate Commerce Commission and a State commission may also be held upon request of either commission.

The interstate commerce act and the rules of the Interstate Commerce Commission provide for notice to the States in certain matters affecting them, and the Interstate Commerce Commission has been complying therewith. The State commissions should develop methods of keeping the Interstate Commerce Commission advised on matters before them in which it may have an interest such as is indicated by the foregoing text.

It is realized that the cooperative action here provided for will be productive of delay in disposing of important matters unless the Federal and State commissions respectively act with the utmost promptitude compatible with the circumstances.

Applying the cooperative principle, conferences may be arranged for the development of car service, distribution, and administration.

May 2, 1922.

PART II.

STATEMENT OF APPROPRIATIONS AND EXPENDITURES
AND OF PERSONS EMPLOYED BY THE INTERSTATE
COMMERCE COMMISSION FOR THE FISCAL YEAR 1922.

STATEMENT OF APPROPRIATIONS AND EXPENDITURES AND OF PERSONS EMPLOYED BY THE COMMISSION FOR THE FISCAL YEAR ENDED JUNE 30, 1922.

Sundry civil act Mar. 4, 1921:		
For salaries of commissioners.....	\$132,000.00	
For salary of secretary.....	7,500.00	
		\$139,500.00
Sundry civil act Mar. 4, 1921—For all other authorized expenditures necessary in the execution of laws to regulate commerce:		
General.....	1,900,000.00	
Deficiency act approved Dec. 15, 1921.....	300,000.00	
		2,200,000.00
Sundry civil act Mar. 4, 1921—To further enable the Interstate Commerce Commission to enforce compliance with sec. 20 of the act to regulate commerce as amended by the acts approved June 29, 1906, including the employment of necessary special agents or examiners.....		500,000.00
Sundry civil act Mar. 4, 1921—To enable the Interstate Commerce Commission to keep informed regarding compliance with acts to promote the safety of employees and travelers upon railroads, investigation and testing of block-signal and train-control systems, and the investigation of hours of service, including the employment of inspectors: Safety.....		313,600.00
Sundry civil act Mar. 4, 1921—For the payment of all authorized expenditures under the provisions of the act of Feb. 17, 1911, "To promote the safety of employees and travelers upon railroads by compelling common carriers engaged in interstate commerce to equip their locomotives with safe and suitable boilers and appurtenances thereto": Locomotive inspection.....		290,000.00
Sundry civil act Mar. 4, 1921—To enable the Interstate Commerce Commission to carry out the objects of the act approved Mar. 1, 1913, providing for the valuation of the several classes of property of carriers: Valuation.....		1,750,000.00
Legislative, executive, and judicial act Mar. 3, 1921—Increase of compensation, Interstate Commerce Commission.....		307,332.33
Total.....		5,500,432.33

Amounts expended under appropriations for the fiscal year ended June 30, 1922:		
As salaries to commissioners and secretary.....	138,433.34	
All other authorized expenditures, from general appropriation.....	2,109,459.83	
Examination of accounts.....	498,430.16	
Safety appliance, block signal, and hours of service.....	306,479.74	
Locomotive inspection.....	286,972.26	
Valuation.....	1,595,488.89	
Increase of compensation.....	307,332.33	
		5,242,596.55

Unexpended balance of appropriations:		
As salaries to commissioners.....	1,066.66	
All other authorized expenditures from general appropriations.....	90,540.17	
Examination of accounts.....	1,569.84	
Safety appliance, block signal, and hours of service.....	7,120.26	
Locomotive inspection.....	3,027.74	
Valuation.....	154,511.11	
		257,835.78
		5,500,432.33

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922.

	Regular compensation.	Increase of compensation.	Total compensation.
Salaries of commissioners and secretary.....			\$138,433.34
GENERAL.			
Patrick J. Farrell, of Vermont, chief counsel, 1 year at \$10,000.	\$10,000.00		10,000.00
W. V. Hardie, of Oklahoma, director of traffic, 1 year at \$10,000.	10,000.00		10,000.00
F. G. Robbins, of Illinois, director of service, 11 months at \$10,000.....	9,166.52		9,166.52
W. A. Colston, of Kentucky, director of finance, 10 months at \$10,000.....	8,333.20		8,333.20
Robert E. Quirk, of Illinois, chief examiner, 1 year at \$7,500.	7,500.00		7,500.00
Max O. Lorenz, of Wisconsin, director of statistics, 1 year at \$7,500.....	7,500.00		7,500.00
E. H. De Groot, jr., of Illinois, assistant director of service, 1 year at \$7,500.....	7,500.00		7,500.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
John C. Roth, of Washington, assistant director of service, 11 months at \$6,500; director of service, 1 month at \$7,500...	\$6,583.33		\$6,583.33
Guy J. Bunting, of Illinois, accountant and statistical assistant, 7 months 15 days at \$6,000, 2 months at \$6,500; assistant director, 1 month at \$6,500.	5,374.98		5,374.98
John J. Hickey, of New York, chief of bureau and attorney, 1 year at \$6,000.	6,000.00		6,000.00
Seely Dunn, of Louisiana, assistant director of statistics, 11 months 20½ days at \$6,000.	5,838.09		5,838.09
William A. Disque, of Kentucky, attorney examiner, 1 year at \$6,000.	6,000.00		6,000.00
Charles F. Gerry, of Maryland, attorney examiner, 1 year at \$6,000.	6,000.00		6,000.00
Myron A. Pattison, of Colorado, attorney examiner, 1 year at \$6,000.	6,000.00		6,000.00
Arthur R. Mackley, of Ohio, attorney examiner, 1 year at \$6,000.	6,000.00		6,000.00
John McChord, of Kentucky, attorney examiner, 1 month 15 days at \$6,000.	750.00		750.00
Charles V. Burnside, of Minnesota, accountant and statistical assistant, 9 months 15 days at \$6,000; assistant director of finance, 2 months 15 days at \$6,000.	6,000.00		6,000.00
Geo. M. Crosland, of South Carolina, chief of section, 1 year at \$5,600.	5,600.00		5,600.00
Joseph F. Gray, of Georgia, office assistant, 9 months 15 days at \$5,000; assistant director, 1 month at \$5,000, 1 month 15 days at \$5,500.	5,062.50		5,062.50
Clyde D. Crandall, of Washington, examiner of accounts, 7 months 15 days at \$4,200, 3 months at \$4,500; assistant director of finance, 1 month 15 days at \$5,500.	4,437.50		4,437.50
Wm. P. Bartel, of Wisconsin, assistant director of service, 1 year at \$5,000.	5,000.00		5,000.00
J. Carter Fort, of District of Columbia, assistant chief of bureau and attorney, 4 months at \$5,000; assistant counsel, 8 months at \$5,000.	5,000.00		5,000.00
Walter R. McFarland, of District of Columbia, assistant counsel, 1 year at \$5,000.	5,000.00		5,000.00
Ulysses Butler, of Pennsylvania, assistant chief examiner, 1 year at \$5,000.	5,000.00		5,000.00
Frank C. Smith, of Michigan, chief inspector, 1 year at \$5,000.	5,000.00		5,000.00
Walter N. Brown, of Rhode Island, attorney examiner, 1 year at \$5,000.	5,000.00		5,000.00
William B. Hunter, of California, attorney examiner, 1 year at \$5,000.	5,000.00		5,000.00
Geo. M. Curtis, of West Virginia, member board of referees, 1 year at \$5,000.	5,000.00		5,000.00
R. Granville Curry, of Virginia, attorney, 4 months 15 days at \$4,500, 7 months 15 days at \$5,000.	4,812.50		4,812.50
Ray W. Clarke, of Wisconsin, attorney examiner, 1 year at \$5,000.	5,000.00		5,000.00
Shelby S. Roberts, of Kentucky, engineer assistant, 9 months 15 days at \$5,000; assistant director 2 months 15 days at \$5,000.	5,000.00		5,000.00
Cyril J. Curran, of New York, senior examiner, 8 months at \$4,200; attorney examiner, 4 months at \$5,000.	4,466.67		4,466.67
Daniel W. Knowlton, of Connecticut, member board of referees, 5 months 8 days at \$5,000.	2,194.44		2,194.44
Frederick E. Brown, of Florida, member board of referees, 4 months at \$5,000.	1,666.64		1,666.64
James Quarles, of Kentucky, assistant counsel, 2 months at \$5,000.	833.32		833.32
Charles D. Mahaffie, of Oregon, attorney and acting director of finance, 2 months at \$5,000.	833.33		833.33
Benjamin T. Elmore, of Virginia, statistical analyst, 4 months 15 days at \$5,000.	1,875.02		1,875.02
G. Heard Mattingly, of District of Columbia, senior examiner, 1 year at \$4,500.	4,500.00		4,500.00
Frederick H. Barclay, of Wyoming, senior examiner, 1 year at \$4,500.	4,500.00		4,500.00
James Edgar Smith, of District of Columbia, senior examiner, 1 year at \$4,500.	4,500.00		4,500.00
Frank E. Mullen, of New York, junior examiner, 8 months at \$3,000; senior examiner, 4 months at \$4,500.	3,500.00		3,500.00
Joseph C. Colquitt, of Georgia, classification agent, 10 months 3 days at \$4,500.	3,787.50		3,787.50
Lorin C. Nelson, of North Dakota, assistant to director of traffic, 1 year at \$4,200.	4,200.00		4,200.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
GENERAL—continued.			
Richard V. Pitt, of Virginia, assistant to director of traffic, 1 year at \$4,200.....	\$4,200.00	.....	\$4,200.00
J. A. Emmart, of West Virginia, statistical analyst, 1 year at \$4,200.....	4,200.00	.....	4,200.00
J. Stanley Payne, of Pennsylvania, attorney, 4 months 15 days at \$4,000, 7 months 15 days at \$4,500.....	4,312.50	.....	4,312.50
John B. Keeler, of Connecticut, senior examiner, 1 year at \$4,200.....	4,200.00	.....	4,200.00
Thomas P. Healy, of New York, senior examiner, 1 year at \$4,200.....	4,200.00	.....	4,200.00
Richard T. Eddy, of California, senior examiner, 10 months 17 days at \$4,200.....	3,698.33	.....	3,698.33
Henry C. Keene, of Oregon, senior examiner, 1 year at \$4,200.....	4,200.00	.....	4,200.00
John H. Howell, of District of Columbia, senior examiner, 1 year at \$4,200.....	4,200.00	.....	4,200.00
F. W. McM. Woodrow, of South Carolina, senior examiner, 1 year at \$4,200.....	4,200.00	.....	4,200.00
F. C. Hillier, of Florida, senior examiner, 1 year at \$4,200.....	4,200.00	.....	4,200.00
Leo J. Flynn, of Iowa, senior examiner, 1 year at \$4,200.....	4,200.00	.....	4,200.00
Oliver E. Sweet, of South Dakota, examiner, 1 year at \$4,200.....	4,200.00	.....	4,200.00
Edward Gray, of Virginia, engineer examiner, 1 year at \$4,200.....	4,200.00	.....	4,200.00
John Reed, of Maine, engineer examiner, 4 months at \$4,200.....	1,400.00	.....	1,400.00
John W. Rawlings, of Tennessee, examiner of accounts, 10 months 15 days at \$3,600, 1 month 15 days at \$4,200.....	3,675.00	.....	3,675.00
J. H. Agate, of New York, examiner, 7 months 15 days at \$3,900; senior examiner, 5 months 15 days at \$4,500.....	4,125.00	.....	4,125.00
Minor S. Jameson, of Massachusetts, engineer examiner, 15 days at \$4,000, 11 months 15 days at \$4,200.....	4,191.66	.....	4,191.66
Alfred Holmead, of District of Columbia, assistant secretary, 1 year at \$4,000.....	4,000.00	.....	4,000.00
Louis A. Abbott, of New York, statistical analyst, 1 year at \$4,000.....	4,000.00	.....	4,000.00
Paul O. Carter, of Maryland, senior examiner, 1 year at \$4,000.....	4,000.00	.....	4,000.00
Perrett F. Gault, of South Dakota, senior examiner, 1 year at \$4,000.....	4,000.00	.....	4,000.00
Norman B. Haley, of Maine, financial examiner, 9 months 15 days at \$4,000; chief of loans section, 2 months 15 days at \$4,000.....	4,000.00	.....	4,000.00
Jacob H. Moore, of New York, assistant statistician, 10 months at \$400; examiner of accounts, 2 months at \$4,000.....	4,000.00	.....	4,000.00
William H. Harland, of New York, senior railway signal engineer, 11 months 15 days at \$4,000.....	3,833.34	.....	3,833.34
Arja Morgan, of Pennsylvania, chief of bureau, 1 year at \$3,900.....	3,900.00	.....	3,900.00
Jack F. Moss, of Mississippi, assistant chief of section, 1 year at \$3,900.....	3,900.00	.....	3,900.00
Raymond Loran, of Iowa, first assistant chief of section, 2 months at \$3,600; assistant chief of section, 10 months at \$3,900.....	3,850.00	.....	3,850.00
Eugene L. Gaddess, of Virginia, senior examiner, 1 year at \$3,900.....	3,900.00	.....	3,900.00
Chas. R. Seal, of Virginia, senior examiner, 1 year at \$3,900.....	3,900.00	.....	3,900.00
Rumsey N. Trezise, of Kansas, senior examiner, 1 year at \$3,900.....	3,900.00	.....	3,900.00
Henry C. Wilson, of Minnesota, senior examiner, 1 year at \$3,900.....	3,900.00	.....	3,900.00
C. A. Rice, of Illinois, statistical analyst, 1 year at \$3,900.....	3,900.00	.....	3,900.00
Charles C. Semple, of Ohio, special agent, 1 year at \$3,900.....	3,900.00	.....	3,900.00
W. M. Lockwood, of District of Columbia, disbursing clerk, 1 year at \$3,600.....	3,600.00	.....	3,600.00
Frank C. Stratton, of Kansas, chief of section, 1 year at \$3,600.....	3,600.00	.....	3,600.00
A. Stuard Young, of District of Columbia, attorney, 9 months 15 days at \$3,600; senior examiner, 2 months 15 days at \$3,600.....	3,600.00	.....	3,600.00
Harris Fleming, of Kentucky, senior examiner, 1 year at \$3,600.....	3,600.00	.....	3,600.00
Eugene H. Waters, of Maryland, senior examiner, 1 year at \$3,600.....	3,600.00	.....	3,600.00
Henry B. Armes, of Minnesota, senior examiner, 1 year at \$3,600.....	3,600.00	.....	3,600.00
Howard C. Paul, of Pennsylvania, junior examiner, 8 months at \$3,000; senior examiner, 4 months at \$3,600.....	3,200.00	.....	3,200.00
T. John Butler, of California, senior examiner, 2 months 23 days at \$3,600.....	830.00	.....	830.00
Haskell C. Davis, of Illinois, examiner, 3 months at \$3,000, 6 months 15 days at \$3,600; senior examiner, 2 months 15 days at \$3,600.....	3,450.00	.....	3,450.00
Geo. H. Gardner, of Tennessee, examiner, 9 months 15 days at \$3,600; senior examiner, 2 months 15 days at \$3,600.....	3,600.00	.....	3,600.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
L. R. Yeaman, of Kentucky, examiner, 9 months 15 days at \$3,600; senior examiner, 2 months 15 days at \$3,600.....	\$3,600.00	.....	\$3,600.00
Oscar D. Weed, of Louisiana, examiner, 9 months 15 days at \$3,600; senior examiner, 2 months 15 days at \$3,600.....	3,600.00	.....	3,600.00
Paca Oberlin, of Virginia, senior examiner, 1 year at \$3,600.....	3,600.00	.....	3,600.00
James O. Cassidy, of Florida, senior examiner, 1 year at \$3,600.....	3,600.00	.....	3,600.00
Morris W. Knowlton, of Porto Rico, senior examiner, 1 year at \$3,600.....	3,600.00	.....	3,600.00
John T. Money, of Virginia, senior examiner, 1 year at \$3,600.....	3,600.00	.....	3,600.00
A. S. Worthington, of Ohio, senior examiner, 1 year at \$3,600.....	3,600.00	.....	3,600.00
Lawrence Satterfield, of Florida, senior examiner, 1 year at \$3,600.....	3,600.00	.....	3,600.00
Wm. J. Koebel, of Pennsylvania, senior examiner, 1 year at \$3,600.....	3,600.00	.....	3,600.00
C. P. Howard, of Illinois, engineer examiner, 11 months 12 days at \$3,600.....	3,420.00	.....	3,420.00
Fred W. Ranno, of New Hampshire, engineer examiner, 1 year at \$3,600.....	3,600.00	.....	3,600.00
Chas. Henry Quimby, jr., of New York, engineer examiner, 1 year at \$3,600.....	3,600.00	.....	3,600.00
Morton T. May, of Ohio, examiner, 1 year at \$3,600.....	3,600.00	.....	3,600.00
Hugh C. Dillon, of Illinois, examiner, 3 months 22 days at \$3,600.....	1,120.00	.....	1,120.00
Clarence L. Kaulbeck, of Pennsylvania, examiner, 7 months 23 days at \$3,600.....	2,330.00	.....	2,330.00
Harold J. Wagner, of New York, senior examiner, 1 year at \$3,600.....	3,600.00	.....	3,600.00
Elmer S. Reineohl, of California, financial examiner, 10 months 15 days at \$3,000; examiner of accounts, 1 month 15 days at \$3,600.....	3,337.50	.....	3,337.50
John C. Freeland, of Virginia, financial examiner, 9 months 15 days at \$3,300; examiner of accounts, 2 months 15 days at \$3,600.....	3,362.50	.....	3,362.50
E. W. Stewart, of New York, special agent, 3 months 15 days at \$3,300, 8 months 15 days at \$3,600.....	3,512.50	.....	3,512.50
Harry L. Van Sickler, of West Virginia, special agent, 11 months at \$3,600.....	3,300.00	.....	3,300.00
Thomas L. Stevens, of Alabama, special agent, 1 year at \$3,600.....	3,600.00	.....	3,600.00
A. L. Boyd, of Louisiana, special agent, 1 year at \$3,600.....	3,600.00	.....	3,600.00
Pearson F. Marsh, of Ohio, special agent, 1 year at \$3,600.....	3,600.00	.....	3,600.00
Stephen J. Mayhood, of Missouri, service agent, 1 year at \$3,600.....	3,600.00	.....	3,600.00
B. S. Robertson, of Montana, service agent, 1 year at \$3,600.....	3,600.00	.....	3,600.00
J. B. Ford, of Alabama, service agent, 1 year at \$3,600.....	3,600.00	.....	3,600.00
H. M. Priest, of Missouri, service agent, 1 year at \$3,600.....	3,600.00	.....	3,600.00
John F. Keane, of New Jersey, express agent, 1 year at \$3,600.....	3,600.00	.....	3,600.00
Roscoe C. Campbell, of Pennsylvania, assistant statistician, 1 year at \$3,600.....	3,600.00	.....	3,600.00
Leslie Kerr, of Montana, temporary examiner of accounts, 9 months 15 days at \$3,600; examiner of accounts, 2 months 15 days at \$3,600.....	3,600.00	.....	3,600.00
Ralph O. Berg, of Illinois, temporary examiner, 4 months 17½ days at \$3,600.....	1,476.78	.....	1,476.78
Geo. J. Lyon, of District of Columbia, temporary engineer examiner, 7 months at \$3,600; engineer examiner, 5 months at \$3,600.....	3,600.00	.....	3,600.00
Warren H. Wagner, of Pennsylvania, senior examiner, 1 year at \$3,500.....	3,500.00	.....	3,500.00
Thomas A. Gillis, of Pennsylvania, assistant to secretary, 1 year at \$3,300.....	3,300.00	.....	3,300.00
Louis N. Lavin, of Illinois, examiner of accounts, 11 months 26 days at \$3,300.....	3,263.33	.....	3,263.33
Lawrence B. McCord, of Illinois, special agent, 1 year at \$3,300.....	3,300.00	.....	3,300.00
Andrew C. Wilkins, of Illinois, junior examiner, 8 months at \$2,880; senior examiner, 4 months at \$3,300.....	3,020.00	.....	3,020.00
Fred N. Oliver, of Texas, junior examiner, 8 months 18 days at \$3,300.....	2,365.00	.....	2,365.00
Edward J. Hoy, of Massachusetts, junior examiner, 15 days at \$3,000; senior examiner, 11 months 15 days at \$3,300.....	3,287.50	.....	3,287.50
Elmer L. Beach, of Pennsylvania, senior examiner, 1 year at \$3,300.....	3,300.00	.....	3,300.00
Chester E. Stiles, of New Jersey, senior examiner, 1 year at \$3,300.....	3,300.00	.....	3,300.00
R. L. Reyman, of South Dakota, financial examiner, 9 months 15 days at \$3,300; examiner of accounts, 2 months 15 days at \$3,300.....	3,300.00	.....	3,300.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
Charles O. Richards, of Illinois, temporary examiner of accounts, 10 months 15 days at \$2,940; examiner of accounts, 1 month 15 days at \$3,300.....	\$2,985.00	.....	\$2,985.00
T. Leo Haden, of District of Columbia, chief clerk and purchasing agent, 1 year at \$3,000.....	3,000.00	.....	3,000.00
John B. Switzer, of West Virginia, appointment clerk, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Robert I. Lyon, of Nebraska, assistant chief of bureau, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Richard G. Taylor, of Minnesota, assistant chief of bureau, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Arthur A. Topping, of New York, private secretary, 2 months at \$3,000; assistant chief of section, 10 months at \$3,000.....	3,000.00	.....	3,000.00
Lumen H. Macomber, of Washington, private secretary, 1 year at \$3,000.....	3,000.00	.....	3,000.00
F. B. Livingstone, of Massachusetts, private secretary, 11 months 21½ days at \$3,000.....	2,932.14	.....	2,932.14
George Esch, of Wisconsin, private secretary, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Lucius V. Friedli, of District of Columbia, private secretary, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Raymond W. Stough, of Pennsylvania, private secretary, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Jonathan C. Gibson, of Virginia, private secretary, 10 months 15 days at \$2,400; 1 month 15 days at \$3,000.....	2,475.00	\$210.00	2,685.00
Jessie E. Smith, of Illinois, private secretary, 8 months 15 days at \$2,400, 3 months 15 days at \$3,000.....	2,575.00	170.00	2,745.00
M. C. Forrest, of Massachusetts, private secretary, 3 months at \$2,400, 9 months at \$3,000.....	2,850.00	60.00	2,910.00
Alfred S. Knowlton, of Minnesota, private secretary, 3 months at \$2,400, 5 months 15 days at \$2,700, 3 months 15 days at \$3,000.....	2,712.50	78.33	2,790.83
Walter E. Burleigh, of New Hampshire, assistant statistician, 1 year at \$3,000.....	3,000.00	.....	3,000.00
George A. Casey, of Massachusetts, assistant statistician, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Percy W. Jones, of Illinois, engineer examiner, 11 months 15 days at \$3,000.....	2,875.00	.....	2,875.00
Robert B. Johnson, of Virginia, engineer examiner, 11 months 15 days at \$3,000.....	2,875.00	.....	2,875.00
John McNitt, jr., of Michigan, railway mail pay expert, 5 months 15 days at \$3,000.....	1,375.00	.....	1,375.00
Edgar M. Ebert, of District of Columbia, special agent, 1 year at \$3,000.....	3,000.00	.....	3,000.00
R. Brooke Sturm, of Pennsylvania, special agent, 1 year at \$3,000.....	3,000.00	.....	3,000.00
William H. Bonneville, of Idaho, attorney, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Felix E. Early, of Wyoming, junior examiner, 8 months at \$3,000.....	2,000.00	.....	2,000.00
Frederick M. Dolan, of Massachusetts, private secretary, 6 months at \$3,000; junior examiner, 6 months at \$3,000.....	3,000.00	.....	3,000.00
Charles M. Bardwell, of Minnesota, junior examiner, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Herbert W. Archer, of New York, junior examiner, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Burton Fuller, of Iowa, junior examiner, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Earl M. Steer, of Iowa, junior examiner, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Raphael L. Shanafelt, of District of Columbia, junior examiner, 1 year at \$3,000.....	3,000.00	.....	3,000.00
C. I. Kephart, of Oregon, junior examiner, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Howard Hosmer, of Illinois, junior examiner, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Joseph F. Eshelman, of California, junior examiner, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Bronson Jewell, of Minnesota, junior examiner, 1 year at \$3,000.....	3,000.00	.....	3,000.00
John A. McQuillan, of New York, junior examiner, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Andrew J. Banks, of Ohio, junior examiner, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Henry C. Howard, of New Hampshire, engineer examiner, 11 months 15 days at \$3,000.....	2,875.00	.....	2,875.00
Jackson C. Vining, of California, financial examiner, 9 months 15 days at \$3,000; examiner accounts, 2 months 15 days at \$3,000.....	3,000.00	.....	3,000.00
John H. Rudd, of District of Columbia, financial examiner, 9 months 15 days at \$3,000; examiner accounts, 2 months 15 days at \$3,000.....	3,000.00	.....	3,000.00
Thomas F. Sullivan, of Massachusetts, attorney, 7 months 15 days at \$2,640, 2 months at \$3,000; junior examiner, 2 months 15 days at \$3,000.....	2,775.00	62.50	2,837.50

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
Ralph H. Jewell, of Minnesota, examiner, 3 months at \$2,400, 6 months 15 days at \$3,000; junior examiner, 1 month 15 days at \$3,000.....	\$2,600.00	\$60.00	\$2,660.00
Charles E. Boles, of Kentucky, junior examiner, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Wm. U. Watson, of Iowa, examiner, 9 months 15 days at \$3,000; junior examiner, 2 months 15 days at \$3,000.....	3,000.00	.....	3,000.00
Henry C. Turner, of Florida, junior examiner, 1 year at \$3,000.....	3,000.00	.....	3,000.00
H. D. Henpenstal, of New York, temporary examiner, 23 days at \$3,000.....	191.67	.....	191.67
Carroll L. Nash, of Louisiana, temporary examiner of accounts, 2 months 15 days at \$3,000; examiner of accounts, 2 months 15 days at \$3,000.....	1,250.00	.....	1,250.00
Wilbur S. Metcalf, of Virginia, temporary examiner, 26 days at \$3,000.....	216.67	.....	216.67
S. R. Chenoweth, of District of Columbia, temporary exam- iner, 6 months at \$3,000.....	1,500.00	.....	1,500.00
J. H. Nall, of Georgia, senior clerk, 15 days at \$3,000; 11 months 15 days at \$3,240.....	3,230.00	.....	3,230.00
W. R. Ward, of Kentucky, senior clerk, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Frank W. White, of Illinois, junior examiner, 15 days at \$2,640, 11 months 15 days at \$3,000.....	2,985.00	4.16	2,989.16
Ernest S. Hobbs, of Illinois, senior clerk, 15 days at \$2,460, 11 months 15 days at \$3,000.....	2,977.50	10.00	2,987.50
Phillip L. Elder, of Illinois, temporary examiner, 5 months 13 days at \$2,940.....	1,331.17	.....	1,331.17
Irvin L. Koch, of Pennsylvania, junior examiner, 3 months at \$2,640, 9 months at \$2,880.....	2,820.00	25.00	2,845.00
Myron Witters, of Missouri, junior examiner, 1 year at \$2,880.....	2,880.00	.....	2,880.00
John P. McGrath, of Massachusetts, junior examiner, 1 year at \$2,880.....	2,880.00	.....	2,880.00
M. Garcia De Quevedo, of Porto Rico, junior examiner, 11 months 15 days at \$2,880.....	2,760.00	.....	2,760.00
Peter C. Paulson, of Minnesota, junior examiner, 1 year at \$2,880.....	2,880.00	.....	2,880.00
Charles W. Griffin, of Massachusetts, junior examiner, 1 year at \$2,880.....	2,880.00	.....	2,880.00
Robert S. Simons, of South Carolina, junior examiner, 11 months 11 days at \$2,880.....	2,728.00	.....	2,728.00
Lawrence A. Pyle, of Maryland, senior clerk, 1 year at \$2,880.....	2,880.00	.....	2,880.00
William A. Powers, of New Jersey, senior clerk, 1 year at \$2,880.....	2,880.00	.....	2,880.00
Edward Crane, of District of Columbia, senior clerk, 1 year at \$2,880.....	2,880.00	.....	2,880.00
Floyd E. Dowell, of Illinois, temporary examiner, 2 months 21 days at \$2,800.....	630.00	.....	630.00
Oscar A. Grieb, of Illinois, temporary examiner of accounts, 2 months 14 days at \$2,800.....	575.55	.....	575.55
Leonard E. Schellberg, of Hawaii, chief of section, 1 year at \$2,760.....	2,760.00	.....	2,760.00
Joseph T. Andrus, of Oregon, financial examiner, 9 months 15 days at \$2,700; examiner of accounts, 2 months 15 days at \$2,700.....	2,700.00	40.00	2,740.00
H. Tennyson, of District of Columbia, temporary examiner, 11 months 15 days at \$2,700; examiner of accounts, 15 days at \$2,700.....	2,700.00	40.00	2,740.00
Geo. P. Bolender, of New York, temporary examiner, 1 month 16 days at \$2,700.....	450.00	6.64	456.64
Jno. J. McAuliffe, of District of Columbia, chief of section, 1 year at \$2,640.....	2,640.00	100.00	2,740.00
Suzane Grace Edson, of Vermont, chief of section, 1 year at \$2,640.....	2,640.00	100.00	2,740.00
J. Ward Eicher, of Pennsylvania, cashier, 1 year at \$2,640.....	2,640.00	100.00	2,740.00
Morris H. Konigsberg, of Georgia, junior examiner, 1 year at \$2,640.....	2,640.00	100.00	2,740.00
Harry G. Cummings, of District of Columbia, assistant attor- ney, 8 months 15 days at \$2,400; junior examiner, 3 months 15 days at \$2,640.....	2,470.00	199.17	2,669.17
Horace W. Johnson, of Indiana, assistant attorney, 8 months 15 days at \$2,400; junior examiner, 3 months 15 days at \$2,640.....	2,470.00	199.17	2,669.17
W. M. C. Cheseldine, of District of Columbia, senior clerk, 8 months 15 days at \$2,280; junior examiner, 3 months 15 days at \$2,640.....	2,385.00	199.17	2,584.17
V. L. Almond, of Kentucky, senior clerk, 9 months at \$2,400, 15 days at \$2,640; examiner of accounts, 2 months 15 days at \$2,640.....	2,460.00	205.00	2,665.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
Frank A. Law, jr., of Oregon, senior clerk, 9 months 15 days at \$2,640; junior examiner, 2 months 15 days at \$2,640.....	\$2,640.00	\$100.00	\$2,740.00
Ralph R. Molster, of Ohio, senior clerk, 1 month at \$2,160; examiner, 8 months 15 days at \$2,640; junior examiner, 2 months 15 days at \$2,640.....	2,600.00	111.67	2,711.67
Edward Morrice, of California, examiner of accounts, 1 month at \$2,520.....	210.00	18.33	228.33
David C. Booth, of New York, temporary examiner, 9 months 15 days at \$2,520; examiner of accounts, 2 months 15 days at \$2,520.....	2,520.00	220.00	2,740.00
M. H. Maier, of Illinois, temporary examiner of accounts, 2 months 15 days at \$2,520; examiner of accounts, 2 months 15 days at \$2,520.....	1,050.00	91.69	1,141.69
David S. Weatherwax, of Colorado, temporary examiner, 2 months 21 days at \$2,520.....	567.00	49.50	616.50
James F. Coyne, of New York, temporary examiner, 2 months 21 days at \$2,520.....	567.00	49.50	616.50
Sverre Borgersen, of Illinois, temporary examiner, 2 months 18 days at \$2,520.....	546.00	47.66	593.66
Henry G. Harris, of North Carolina, temporary examiner, 3 months at \$2,460.....	615.00	60.00	675.00
Joseph L. Whelan, of Kentucky, chief of section, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
George W. Laird, of New Jersey, assistant chief of section, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
James L. Murphy, of Louisiana, assistant to secretary, 1 year year at \$2,400.....	2,400.00	240.00	2,640.00
Lloyd W. Biddle, of West Virginia, chief clerk, bureau of traffic, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
C. A. Candee, of Virginia, chief clerk, bureau of service, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
Livingston Vann, of Florida, law clerk, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
Will L. Lloyd, of New York, special agent, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
Edward M. Reidy, of Massachusetts, attorney, 10 months at \$2,100, 2 months at \$2,400.....	2,150.00	240.00	2,390.00
Joseph E. Snider, of Kentucky, legal assistant, 9 months 15 at \$2,400; junior examiner, 2 months 15 days at \$2,400.....	2,400.00	240.00	2,640.00
Henry F. Heckert, of Utah, examiner of accounts, 1 month at \$2,400.....	200.00	20.00	220.00
Jerome D. Kaigler, of Texas, examiner of accounts, 29 days at \$2,400.....	193.33	19.33	212.66
Harry L. Osman, of Pennsylvania, examiner of accounts, 2 months 10 days at \$2,400.....	466.67	46.67	513.34
Peter A. Brohaugh, of Minnesota, financial examiner, 9 months 15 days at \$2,400; examiner of accounts, 2 months 15 days at \$2,400.....	2,400.00	240.00	2,640.00
Alfred D. Burrowes, of Pennsylvania, financial examiner, 9 months 15 days at \$2,400; examiner of accounts, 2 months 15 days at \$2,400.....	2,400.00	240.00	2,640.00
Alvord C. Devoe, of New York, examiner, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
C. R. Arnold, of Kentucky, temporary examiner, 2 months at \$2,400.....	400.00	40.00	440.00
Lee A. Gollhardt, of Illinois, temporary examiner, 3 months 1 day at \$2,400.....	606.67	60.67	667.34
Chas. W. Beattie, of Michigan, temporary examiner, 2 months 5 days at \$2,400.....	433.33	43.33	476.66
Hugh W. Miller, of New Jersey, temporary examiner, 2 months 4 days at \$2,400.....	426.67	42.67	469.34
Percy Briggs, of Illinois, examiner of accounts, 21 days at \$2,400.....	140.00	14.00	154.00
Henry Ekman, of Minnesota, temporary examiner, 2 months 27 days at \$2,400; examiner of accounts, 2 months 15 days at \$2,400.....	1,080.00	108.00	1,188.00
H. W. Shreve, of California, temporary examiner, 3 months 16 days at \$2,400; examiner of accounts, 2 months 15 days at \$2,400.....	1,206.67	120.67	1,327.34
Warner L. Howlett, of Illinois, temporary examiner, 11 months at \$2,700; examiner of accounts, 1 month at \$2,400.....	2,675.00	56.66	2,731.66
Louis F. Allen, of Washington, senior clerk, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
Robert F. McMillan, of Indiana, senior clerk, 9 months 15 days at \$2,400; examiner of accounts, 2 months 15 days at \$2,400.....	2,400.00	240.00	2,640.00
Arthur Van Meter, of Ohio, senior clerk, 2 months at \$1,800; junior examiner, 10 months at \$2,400.....	2,300.00	240.00	2,540.00
David T. Copenhafer, of Pennsylvania, senior clerk, 6 months at \$2,100, 6 months at \$2,400.....	2,250.00	240.00	2,490.00
Louis I. Doyle, of District of Columbia, senior clerk, 7 months 15 days at \$2,220, 4 months 15 days at \$2,400.....	2,287.50	240.00	2,527.50

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
Daniel M. Wood, of New York, senior clerk, 6 months 19 days at \$2,400.....	\$1,326.67	\$132.67	\$1,459.34
Arthur Kettler, of Illinois, senior clerk, 6 months at \$1,980, 2 months 15 days at \$2,100, 3 months 15 days at \$2,400.....	2,127.50	240.00	2,367.50
Edward L. Glenn, of Tennessee, senior clerk, 1 year at \$2,400....	2,400.00	240.00	2,640.00
Paul E. Huettner, of Tennessee, senior clerk, 1 year at \$2,400....	2,400.00	240.00	2,640.00
Thomas Jackson, of New York, senior clerk, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
James R. Pipes, of West Virginia, senior clerk, 1 year at \$2,400	2,400.00	240.00	2,640.00
Albert J. O'Hern, of Illinois, temporary examiner, 2 months 8 days at \$2,340.....	442.00	45.33	487.33
Edward M. Grady, of Illinois, temporary examiner, 2 months at \$2,340.....	390.00	40.00	430.00
Willard L. Simms, of Illinois, temporary examiner, 6 months 13 $\frac{1}{2}$ days at \$2,340.....	1,256.82	128.90	1,385.72
Wintemute W. Sloan, of New York, senior clerk, 1 year at \$2,340.....	2,340.00	240.00	2,580.00
John J. Crowley, of Ohio, senior clerk, 1 year at \$2,340.....	2,340.00	240.00	2,580.00
Edward M. Graney, of New York, senior clerk, 1 year at \$2,340	2,340.00	240.00	2,580.00
Spencer E. Burk, of Illinois, senior clerk, 1 year at \$2,340.....	2,340.00	240.00	2,580.00
John M. Miller, of Ohio, senior clerk, 1 year at \$2,340.....	2,340.00	240.00	2,580.00
John A. Glessner, of Pennsylvania, senior clerk, 1 year at \$2,340.....	2,340.00	240.00	2,580.00
Charles D. Tedrow, of Kentucky, senior clerk, 1 year at \$2,340	2,340.00	240.00	2,580.00
John M. Stirwalt, of Virginia, senior clerk, 1 year at \$2,340.....	2,340.00	240.00	2,580.00
Paul E. Raidy, of Massachusetts, senior clerk, 9 months 15 days at \$2,250; assistant attorney, 2 months 15 days at \$2,250.....	2,250.00	240.00	2,490.00
Thomas J. Buford, of Illinois, temporary examiner, 5 months 1 day at \$2,220; examiner of accounts, 2 months 15 days at \$2,220.....	1,393.67	150.67	1,544.34
Homer A. Bradford, of Kentucky, temporary examiner, 2 months 22 days at \$2,220.....	505.67	54.67	560.34
Edmond W. Chapdelaine, of New Jersey, senior clerk, 10 months 15 days at \$2,100, 1 month 15 days at \$2,220.....	2,115.00	240.00	2,355.00
Harry T. Darr, of Kansas, senior clerk, 1 year at \$2,220.....	2,220.00	240.00	2,460.00
Roscoe C. Ownnes, of Nebraska, senior clerk, 1 year at \$2,220....	2,220.00	240.00	2,460.00
James C. Jemison, of Delaware, senior clerk, 1 year at \$2,220....	2,220.00	240.00	2,460.60
Orin Davis, of Texas, senior clerk, 1 year at \$2,220.....	2,220.00	240.00	2,460.00
Mark H. Greenwald, of Massachusetts, senior clerk, 1 year at \$2,220.....	2,220.00	240.00	2,460.00
Charles J. Gardner, of West Virginia, senior clerk, 1 year at \$2,220.....	2,220.00	240.00	2,460.00
William J. Flood, of Indiana, senior clerk, 1 year at \$2,220....	2,220.00	240.00	2,460.00
Eugene H. Kerwin, of Pennsylvania, senior clerk, 1 year at \$2,220.....	2,220.00	240.00	2,460.00
Harry O. Vent, of Ohio, senior clerk, 1 year at \$2,220.....	2,220.00	240.00	2,460.00
Esko D. Rupert, of Pennsylvania, senior clerk, 1 year at \$2,220	2,220.00	240.00	2,460.00
William A. Stroup, of Indiana, senior clerk, 6 months 15 days at \$2,100, 5 months at \$2,160, 15 days at \$2,220.....	2,130.00	240.00	2,370.00
Charles E. Williams, of New York, temporary examiner, 2 months 25 days at \$2,160.....	510.00	56.67	566.67
Barney A. Hammond, of Maryland, temporary examiner, 15 days at \$2,160; examiner of accounts, 2 months 15 days at \$2,160.....	540.00	60.00	600.00
Benjamin Wall, of District of Columbia, temporary examiner, 22 days at \$2,160.....	132.00	14.67	146.67
George A. Petteys, of Illinois, senior clerk, 6 months 15 days at \$2,100, 4 months 15 days at \$2,160, 1 month at \$2,220.....	2,132.50	240.00	2,372.50
I. L. Stormont, of District of Columbia, chief of section, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Albert H. Laird, jr., of New Jersey, assistant chief of section, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Thomas E. Pyne, of District of Columbia, assistant attorney, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
F. L. Sharp, of Virginia, assistant attorney, 1 year at \$2,100....	2,100.00	240.00	2,340.00
Claude De S. Thomas, of Colorado, special agent, 1 year at \$2,100	2,100.00	240.00	2,340.00
John G. Brigham, of Missouri, senior clerk, 7 months 15 days at \$1,980; examiner of accounts, 4 months 15 days at \$2,100....	2,025.00	240.00	2,265.00
C. E. McCoy, of District of Columbia, senior clerk, 7 months 15 days at \$1,860; examiner of accounts, 4 months 15 days at \$2,100	1,950.00	240.00	2,190.00
John G. Texter, of Pennsylvania, senior clerk, 7 months 15 days at \$1,860; examiner of accounts, 4 months 15 days at \$2,100.....	1,950.00	240.00	2,190.00
Walter R. Gallaher, of Tennessee, clerk, 7 months 15 days at \$1,740; examiner of accounts, 4 months 15 days at \$2,100....	1,875.00	240.00	2,115.00
John Doherty, of Utah, temporary examiner, 1 month $\frac{1}{2}$ days at \$2,100; examiner of accounts, 25 days at \$2,100.....	364.58	41.67	406.25

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
Ralph E. Potter, of District of Columbia, accountant, 9 months 15 days at \$2,100; examiner of accounts, 2 months 15 days at \$2,100.....	\$2,100.00	\$240.00	\$2,340.00
James P. Welsh, of New York, temporary examiner, 5 months 28½ days at \$2,100.....	1,042.29	119.11	1,161.40
John D. Cutter, of District of Columbia, temporary examiner, 1 month 25 days at \$2,100.....	320.83	36.67	357.50
James D. Draper, of Alabama, temporary examiner, 2 months 29 days at \$2,100.....	519.17	59.33	578.50
Ben H. Ott, of Kentucky, temporary examiner, 1 month 17 days at \$2,100.....	274.17	31.33	305.50
Carroll J. Delaney, of Maryland, temporary examiner, 1 month 2 days at \$2,100.....	186.67	21.33	208.00
W. S. White, of Illinois, temporary examiner, 2 months 5 days at \$2,100; examiner of accounts, 15 days at \$2,100.....	466.67	53.33	520.00
Geo. W. Weaver, of Maryland, temporary examiner, 1 month 15 days at \$2,100; examiner of accounts, 1 month 15 days at \$2,100.....	532.50	60.00	592.50
Anthony J. McGraw, of Colorado, temporary examiner, 9 months 11 days at \$2,100; examiner of accounts, 2 months 15 days at \$2,100.....	2,076.67	237.33	2,314.00
Albert E. Sloane, of Massachusetts, temporary examiner, 5 months 12 days at \$2,100; examiner of accounts, 2 months 15 days at \$2,100.....	1,382.50	158.00	1,540.50
Thos. E. Petty, of North Carolina, temporary examiner, 5 months 8½ days at \$2,100; examiner of accounts, 2 months 15 days at \$2,100.....	1,362.50	155.71	1,518.21
Charles B. McKenna, of Maryland, temporary examiner, 3 months 18 days at \$2,100; examiner of accounts, 2 months 15 days at \$2,100.....	1,067.50	122.00	1,189.50
Ephraim M. Johnson, jr., of Georgia, temporary examiner, 5 months 9 days at \$2,100; examiner of accounts, 2 months 15 days at \$2,100.....	1,365.00	156.00	1,521.00
W. O. Shreves, of Missouri, temporary examiner, 9 months 5 days at \$2,100.....	1,604.17	183.33	1,787.50
William F. Janke, of Illinois, temporary examiner, 2 months 28 days at \$2,100.....	513.33	58.67	572.00
Albert R. Sward, of Illinois, temporary examiner, 3 months 2 days at \$2,100.....	536.67	61.33	598.00
Chas. R. Creighton, of South Carolina, temporary examiner, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
John J. Canning, of New York, temporary examiner, 2 months 20 days at \$2,100.....	466.67	53.33	520.00
Ronson J. Warne, of New Jersey, temporary engineer exam- iner, 3 months at \$2,100.....	525.00	60.00	585.00
Othello H. Schroedl, of Maryland, temporary engineer exam- iner, 4 months 6 days at \$2,100.....	735.00	84.00	819.00
Frederick H. Sasseer, of Maryland, temporary engineer exam- iner, 7 months 9 days at \$2,100.....	1,277.50	146.00	1,423.50
A. C. Matthews, jr., of Georgia, temporary engineer examiner, 3 months at \$2,100.....	525.00	60.00	585.00
Lester G. McCarty, of Maryland, temporary engineer examiner, 2 months 15 days at \$2,100.....	437.50	50.00	487.50
Henry Janney, of Maryland, temporary engineer examiner, 5 months 21 days at \$2,100.....	997.50	114.00	1,111.50
Stanley O. Lindgren, of Texas, examiner of accounts, 8 days at \$2,100.....	46.67	5.33	52.00
Russell M. Brown, of New York, clerk, 7 months 15 days at \$1,600; assistant attorney, 4 months 15 days at \$2,100.....	1,787.50	240.00	2,027.50
Charles S. Bell, of Connecticut, senior clerk, 7 months at \$2,100.....	1,225.00	140.00	1,365.00
Leroy Stafford Boyd, of Louisiana, senior clerk, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Guy L. Seaman, of Missouri, senior clerk, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
J. C. C. Patterson, of Maryland, senior clerk, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
John K. Crump, of Texas, senior clerk, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
W. M. Carney, of Ohio, senior clerk, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Harold M. Brown, of Pennsylvania, senior clerk, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
John W. Kreps, of Indiana, senior clerk, 11 months 15 days at \$1,980, 15 days at \$2,100.....	1,985.00	240.00	2,225.00
Richard H. Gray, of Maryland, senior clerk, 11 months at \$1,980, 1 month at \$2,100.....	1,990.00	240.00	2,230.00
Joseph Stansfield, of Texas, senior clerk, 6 months 15 days at \$1,980, 5 months 15 days at \$2,100.....	2,035.00	240.00	2,275.00
Andrew J. Hartman, of Ohio, senior clerk, 5 months ½ day at \$2,100.....	877.92	100.33	978.25
William A. Maidens, of North Carolina, senior clerk, 6 months at \$1,980, 6 months at \$2,100.....	2,040.00	240.00	2,280.00
Charles F. Brown, of Indiana, senior clerk, 6 months at \$1,980, 2 months 6 days at \$2,100.....	1,375.00	164.00	1,539.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
Charles F. Smith, of Colorado, senior clerk, 1 year at \$2,100.....	\$2,100.00	\$240.00	\$2,340.00
Chas. R. Morris, of Ohio, senior clerk, 10 months 15 days at \$1,980, 1 month 15 days at \$2,100.....	1,995.00	240.00	2,235.00
Lawrence I. Zeitz, of Illinois, senior clerk, 10 months 15 days at \$1,980, 1 month 15 days at \$2,100.....	1,995.00	240.00	2,235.00
George J. Hall, of Pennsylvania, senior clerk, 10 months 15 days at \$1,980, 1 month 15 days at \$2,100.....	1,995.00	240.00	2,235.00
Merrick Williams, of Illinois, senior clerk, 10 months 15 days at \$1,980, 1 month 15 days at \$2,100.....	1,995.00	240.00	2,235.00
George H. Parater, of Virginia, senior clerk, 8 months 3 days at \$2,100.....	1,417.50	162.00	1,579.50
Chas. H. Wolfram, of Maryland, senior clerk, 6 months at \$2,100.....	1,050.00	120.00	1,170.00
Clarence H. Peck, of New Jersey, senior clerk, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
B. A. Bartoo, of Pennsylvania, senior clerk, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Clarence E. Simmons, of Oklahoma, senior clerk, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Charles R. Mills, of Ohio, senior clerk, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
John L. Ogilvie, of Virginia, senior clerk, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Bruce H. Voris, of Ohio, senior clerk, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Paul P. Reiney, of Tennessee, senior clerk, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Arthur S. Parker, of New York, senior clerk, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Charles M. Young, of Georgia, senior clerk, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Samuel E. Hutton, of Ohio, senior clerk, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Robert T. Tedrow, of Kentucky, senior clerk, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Delano Luce, of Massachusetts, senior clerk, 11 months 28 1/2 days at \$2,100.....	2,092.91	239.19	2,332.10
J. S. De Betencourt, of Massachusetts, senior clerk, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Albert F. Clow, of New Jersey, senior clerk, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Frank C. Weems, of Maryland, senior clerk, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
A. M. Chreitzberg, of South Carolina, senior clerk, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Edward L. Pugh, of Alabama, senior clerk, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Clarence G. Jensen, of Nebraska, senior clerk, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Edgar B. Henderson, of Nebraska, senior clerk, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Benjamin A. Watts, of West Virginia, assistant chief of section, 1 year at \$1,980.....	1,980.00	240.00	2,220.00
Harry H. Little, of Oklahoma, senior clerk, 1 year at \$1,980.....	1,980.00	240.00	2,220.00
John K. White, of Virginia, printing clerk, 1 year at \$1,980.....	1,980.00	240.00	2,220.00
Francis S. Reese, of California, senior clerk, 9 months 15 days at \$1,980; chief clerk, bureau of finance, 2 months 15 days at \$1,980.....	1,980.00	240.00	2,220.00
Jno. H. Sligh, of South Carolina, clerk, 6 months 15 days at \$1,740; senior clerk, 5 months at \$1,860, 15 days at \$1,980.....	1,800.00	240.00	2,040.00
John C. Leger, of Mississippi, senior clerk, 6 months 15 days at \$1,860, 5 months 15 days at \$1,980.....	1,915.00	240.00	2,155.00
Charles W. Caswell, of New York, senior clerk, 6 months 15 days at \$1,860, 5 months 15 days at \$1,980.....	1,915.00	240.00	2,155.00
Martin R. Styer, of Pennsylvania, senior clerk, 2 months at \$1,860; 10 months at \$1,980.....	1,960.00	240.00	2,200.00
John T. Campbell, of Pennsylvania, senior clerk, 11 months at \$1,860, 1 month at \$1,980.....	1,870.00	240.00	2,110.00
Frank A. Wise, of Maryland, senior clerk, 10 months 15 days at \$1,860, 1 month 15 days at \$1,980.....	1,875.00	240.00	2,115.00
Leland H. Stanford, of New York, senior clerk, 10 months 15 days at \$1,860, 1 month 15 days at \$1,980.....	1,875.00	240.00	2,115.00
Charles F. McCarthy, of New York, senior clerk, 6 months 15 days at \$1,860, 5 months 15 days at \$1,980.....	1,915.00	240.00	2,155.00
Martin J. Walsh, of New Jersey, senior clerk, 6 months 15 days at \$1,860, 5 months 15 days at \$1,980.....	1,915.00	240.00	2,155.00
Godfrey C. Ellinger, of California, senior clerk, 6 months 15 days at \$1,860, 5 months 15 days at \$1,980.....	1,915.00	240.00	2,155.00
Ernest A. Burslem, of Maryland, senior clerk, 6 months 15 days at \$1,860, 5 months 15 days at \$1,980.....	1,915.00	240.00	2,155.00
C. E. Broach, of Texas, senior clerk, 1 year at \$1,980.....	1,980.00	240.00	2,220.00
John T. Payne, of South Carolina, senior clerk, 6 months at \$1,860, 6 months at \$1,980.....	1,920.00	240.00	2,160.00
Samuel D. Schindler, of District of Columbia, senior clerk, 1 year at \$1,980.....	1,980.00	240.00	2,220.00
Frederick E. Heydon, of New Jersey, senior clerk, 1 year at \$1,980.....	1,980.00	240.00	2,220.00
Thos. S. Connelly, of Connecticut, senior clerk, 1 year at \$1,980.....	1,980.00	240.00	2,220.00
David H. Lum, of Tennessee, senior clerk, 1 year at \$1,980.....	1,980.00	240.00	2,220.00
Edwin C. Norris, of New York, senior clerk, 1 year at \$1,980.....	1,980.00	240.00	2,220.00
Cornelius J. Peterson, of Illinois, senior clerk, 1 year at \$1,980.....	1,980.00	240.00	2,220.00
Z. W. Scott, of Indiana, senior clerk, 1 year at \$1,980.....	1,980.00	240.00	2,220.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
John F. Dwyer, of Massachusetts, senior clerk, 1 year at \$1,980.	\$1, 980. 00	\$240. 00	\$2, 220. 00
Frank M. Weaver, of Pennsylvania, senior clerk, 1 year at \$1,980.	1, 980. 00	240. 00	2, 220. 00
Burt L. Smelker, of Michigan, senior clerk, 1 year at \$1,980.	1, 980. 00	240. 00	2, 220. 00
Henry J. Balzer, of District of Columbia, senior clerk, 1 year at \$1,980.	1, 980. 00	240. 00	2, 220. 00
R. Mitchell Collins, of North Carolina, senior clerk, 1 year at \$1,980.	1, 980. 00	240. 00	2, 220. 00
E. E. Paine, of District of Columbia, temporary report writer, 5 months 28 days at \$1,980.	979. 00	118. 66	1, 097. 66
Harrison D. Boyer, of Pennsylvania, senior clerk, 10 months 7 days at \$1,980.	1, 688. 50	204. 67	1, 893. 17
Harry Graham, of Tennessee, senior clerk, 10 months 15 days at \$1,980.	1, 732. 50	210. 00	1, 942. 50
W. C. Wertenbruch, of Iowa, senior clerk, 1 year at \$1,980.	1, 980. 00	240. 00	2, 220. 00
Archie M. Sweeney, of Illinois, temporary examiner, 4 months 143 days at \$1,980.	738. 57	89. 52	828. 09
Arthur G. Maynard, of Pennsylvania, senior clerk, 1 year at \$1,980.	1, 980. 00	240. 00	2, 220. 00
George A. Corbin, of Massachusetts, senior clerk, 1 year at \$1,980.	1, 980. 00	240. 00	2, 220. 00
Forrest V. Sieckler, of New Jersey, senior clerk, 1 year at \$1,980.	1, 980. 00	240. 00	2, 220. 00
Frank H. Adams, of Kansas, senior clerk, 1 year at \$1,980.	1, 980. 00	240. 00	2, 220. 00
Blanche E. Templeton, of District of Columbia, senior clerk, 1 year at \$1,980.	1, 980. 00	240. 00	2, 220. 00
Philip A. Corridon, of New York, senior clerk, 11 months 164 days at \$1,980.	1, 904. 37	230. 83	2, 135. 20
Robert S. Pierson, of Hawaii, senior clerk, 1 year at \$1,980.	1, 980. 00	240. 00	2, 220. 00
William R. Brennan, of Wisconsin, senior clerk, 1 year at \$1,980.	1, 980. 00	240. 00	2, 220. 00
Percy R. Mays, of Georgia, senior clerk, 1 year at \$1,980.	1, 980. 00	240. 00	2, 220. 00
Jonah J. Markley, of Pennsylvania, senior clerk, 1 year at \$1,980.	1, 980. 00	240. 00	2, 220. 00
Katherine L. Thompson, of District of Columbia, senior clerk, 1 year at \$1,860.	1, 860. 00	240. 00	2, 100. 00
Leslie M. Hauser, of New Jersey, senior clerk, 1 year at \$1,860.	1, 860. 00	240. 00	2, 100. 00
M. Sue Kennedy, of Illinois, senior clerk, 1 year at \$1,860.	1, 860. 00	240. 00	2, 100. 00
Laura R. MacDaniel, of Ohio, senior clerk, 1 year at \$1,860.	1, 860. 00	240. 00	2, 100. 00
Lois G. Gorman, of Pennsylvania, senior clerk, 1 year at \$1,860.	1, 860. 00	240. 00	2, 100. 00
Oneta McCarty, of Washington, senior clerk, 1 year at \$1,860.	1, 860. 00	240. 00	2, 100. 00
M. Edna Harris, of Pennsylvania, senior clerk, 1 month at \$1,860.	155. 00	20. 00	175. 00
George C. Clarke, of Pennsylvania, senior clerk, 1 year at \$1,860.	1, 860. 00	240. 00	2, 100. 00
Harry C. Ames, of Pennsylvania, senior clerk, 1 year at \$1,860.	1, 860. 00	240. 00	2, 100. 00
Florence L. Lauman, of Massachusetts, senior clerk, 1 year at \$1,860.	1, 860. 00	240. 00	2, 100. 00
Pearl Shrader, of Oregon, senior clerk, 1 year at \$1,860.	1, 860. 00	240. 00	2, 100. 00
M. Esther Oldreive, of Massachusetts, junior clerk, 3 months at \$1,440; clerk, 7 months 15 days at \$1,620; senior clerk, 1 month 15 days at \$1,860.	1, 605. 00	240. 00	1, 845. 00
Grace M. Eddy, of Wisconsin, clerk, 1 month at \$1,500; 6 months 15 days at \$1,620; assistant attorney, 4 months 15 days at \$1,860.	1, 700. 00	240. 00	1, 940. 00
Chas. W. Berry, of Oklahoma, clerk, 1 month 15 days at \$1,560, 8 months at \$1,740; senior clerk, 2 months 15 days at \$1,860.	1, 742. 50	240. 00	1, 982. 50
Don F. Cosbey, of Indiana, clerk, 9 months 15 days at \$1,620; senior clerk, 2 months 15 days at \$1,860.	1, 670. 00	240. 00	1, 910. 00
Thos. A. McAskill, jr., of Arkansas, clerk, 11 months at \$1,740; senior clerk, 1 month at \$1,860.	1, 750. 00	240. 00	1, 990. 00
John W. Davie, of Kentucky, clerk, 8 months at \$1,740; senior clerk, 4 months at \$1,860.	1, 780. 00	240. 00	2, 020. 00
Jonas E. Clark, of Kansas, clerk, 10 months 15 days at \$1,740; senior clerk, 1 month 15 days at \$1,860.	1, 755. 00	240. 00	1, 995. 00
Arba T. Stuntz, of Minnesota, clerk, 10 months 15 days at \$1,740; senior clerk, 1 month 15 days at \$1,860.	1, 755. 00	240. 00	1, 995. 00
Edward J. Long, of Pennsylvania, clerk, 10 months 15 days at \$1,740; senior clerk, 1 month 15 days at \$1,860.	1, 755. 00	240. 00	1, 995. 00
Thurston B. Johnston, of District of Columbia, clerk, 10 months 15 days at \$1,740; senior clerk, 1 month 15 days at \$1,860.	1, 755. 00	240. 00	1, 995. 00
Laurence B. Blackwell, of New York, clerk, 6 months 15 days at \$1,740; senior clerk, 5 months 15 days at \$1,860.	1, 795. 00	240. 00	2, 035. 00
William J. Harris, of New York, clerk, 6 months at \$1,740; senior clerk, 6 months at \$1,860.	1, 800. 00	240. 00	2, 040. 00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
Edwin T. Cosby, of Virginia, clerk, 6 months at \$1,740; senior clerk, 6 months at \$1,860.....	\$1, 800. 00	\$240. 00	\$2, 040. 00
Lee C. Hosley, of District of Columbia, clerk, 6 months 15 days at \$1,740; senior clerk, 5 months 15 days at \$1,860.....	1, 795. 00	240. 00	2, 035. 00
Donald D. Isbell, of Virginia, clerk, 6 months 15 days at \$1,740; senior clerk, 5 months 15 days at \$1,860.....	1, 795. 00	240. 00	2, 035. 00
Walter A. Dordell, of Minnesota, clerk, 11 months 15 days at \$1,740; senior clerk, 15 days at \$1,860.....	1, 745. 00	240. 00	1, 985. 00
Charles S. Rockwood, of Massachusetts, senior clerk, 1 year at \$1,860.....	1, 860. 00	240. 00	2, 100. 00
Jesse D. Newton, of Iowa, senior clerk, 1 year at \$1,860.....	1, 860. 00	240. 00	2, 100. 00
Edw. B. Blizzard, of West Virginia, senior clerk, 1 year at \$1,860.....	1, 860. 00	240. 00	2, 100. 00
Charles W. Peckham, of Massachusetts, senior clerk, 1 year at \$1,860.....	1, 860. 00	240. 00	2, 100. 00
Thomas R. Clifton, of Minnesota, senior clerk, 1 year at \$1,860.....	1, 860. 00	240. 00	2, 100. 00
Faye T. Darr, of Pennsylvania, senior clerk, 1 year at \$1,860.....	1, 860. 00	240. 00	2, 100. 00
A. P. Stewart, of Missouri, senior clerk, 1 year at \$1,860.....	1, 860. 00	240. 00	2, 100. 00
Mabel E. Young, of California, senior clerk, 1 year at \$1,860.....	1, 860. 00	240. 00	2, 100. 00
Mary K. Sullivan, of Kentucky, senior clerk, 8 months 20 days at \$1,860.....	1, 343. 33	173. 33	1, 516. 66
Edward E. Applebaum, of New Jersey, senior clerk, 1 year at \$1,860.....	1, 860. 00	240. 00	2, 100. 00
Louis D. Seisco, of New York, senior clerk, 1 year at \$1,860.....	1, 860. 00	240. 00	2, 100. 00
Wilbur Jarvis, of Hawaii, senior clerk, 1 year at \$1,860.....	1, 860. 00	240. 00	2, 100. 00
John R. Hudgins, of Maryland, senior clerk, 1 year at \$1,860.....	1, 860. 00	240. 00	2, 100. 00
Edmund P. Hurley, of Massachusetts, senior clerk, 1 year at \$1,860.....	1, 860. 00	240. 00	2, 100. 00
Elmer B. Collins, of Alabama, senior clerk, 1 year at \$1,860.....	1, 860. 00	240. 00	2, 100. 00
Carrie Lawton, of New York, senior clerk, 1 year at \$1,860.....	1, 860. 00	240. 00	2, 100. 00
Frank Longnecker, of New Jersey, senior clerk, 1 year at \$1,860.....	1, 860. 00	240. 00	2, 100. 00
Joseph L. Corman, of West Virginia, senior clerk, 1 year at \$1,860.....	1, 860. 00	240. 00	2, 100. 00
V. L. Fitzsimmons, of New York, senior clerk, 1 year at \$1,860.....	1, 860. 00	240. 00	2, 100. 00
James D. Hufham, of Virginia, senior clerk, 1 year at \$1,860.....	1, 860. 00	240. 00	2, 100. 00
Henry L. Hunter, of Minnesota, senior clerk, 1 year at \$1,860.....	1, 860. 00	240. 00	2, 100. 00
Andrew Denham, of Florida, senior clerk, 1 year at \$1,860.....	1, 860. 00	240. 00	2, 100. 00
Wallace D. Marvel, of New York, senior clerk, 1 year at \$1,860.....	1, 860. 00	240. 00	2, 100. 00
Walter A. McMillan, of South Carolina, senior clerk, 1 year at \$1,860.....	1, 860. 00	240. 00	2, 100. 00
Harry B. Bates, of Massachusetts, senior clerk, 1 year at \$1,860.....	1, 860. 00	240. 00	2, 100. 00
Hal Graham, of Tennessee, senior clerk, 1 year at \$1,860.....	1, 860. 00	240. 00	2, 100. 00
F. E. Baylis, of New York, senior clerk, 1 year at \$1,860.....	1, 860. 00	240. 00	2, 100. 00
Thomas Ryan, jr., of Georgia, senior clerk, 1 year at \$1,860.....	1, 860. 00	240. 00	2, 100. 00
Harry A. McCorkle, of Illinois, senior clerk, 1 year at \$1,860.....	1, 860. 00	240. 00	2, 100. 00
H. L. Keith, of Georgia, senior clerk, 1 year at \$1,860.....	1, 860. 00	240. 00	2, 100. 00
J. C. Barron, of District of Columbia, senior clerk, 1 year at \$1,860.....	1, 860. 00	240. 00	2, 100. 00
Allen H. Byers, of Ohio, temporary examiner, 1 month 29 days at \$1,860.....	304. 84	39. 34	344. 18
J. O. McDowell, of New York, temporary examiner, 24 days at \$1,860.....	124. 00	16. 00	140. 00
Thos. C. Elliott, of Arkansas, senior clerk, 1 year at \$1,860.....	1, 800. 00	240. 00	2, 040. 00
Austin E. Gibson, of Illinois, senior clerk, 1 year at \$1,860.....	1, 800. 00	240. 00	2, 040. 00
Mack Myers, of Virginia, senior clerk, 1 year at \$1,860.....	1, 800. 00	240. 00	2, 040. 00
Samuel R. Diamondson, of Pennsylvania, senior clerk, 1 year at \$1,860.....	1, 800. 00	240. 00	2, 040. 00
Mildred V. Johnson, of District of Columbia, senior clerk, 1 year at \$1,860.....	1, 800. 00	240. 00	2, 040. 00
Anthony Holmead, of District of Columbia, temporary senior clerk, 1 month 29 days at \$1,860.....	299. 28	39. 90	339. 18
Nathaniel F. Jenkins, of District of Columbia, foreman mechanic, 1 year at \$1,860.....	1, 800. 00	240. 00	2, 040. 00
Frank T. Essex, of Maryland, wireman, 1 year at \$1,860.....	1, 800. 00	240. 00	2, 040. 00
Kenneth E. Brown, of Indiana, engineer, 1 year at \$1,860.....	1, 800. 00	240. 00	2, 040. 00
Elmer T. Ayre, of Virginia, junior clerk, 4 months at \$1,200; clerk, 8 months at \$1,740.....	1, 560. 00	240. 00	1, 800. 00
C. L. Mohundro, of Kentucky, junior clerk, 6 months 15 days at \$1,380; clerk, 5 months 15 days at \$1,740.....	1, 545. 00	240. 00	1, 785. 00
William M. Rogers, of Massachusetts, junior clerk, 6 months 15 days at \$1,380; clerk, 5 months 15 days at \$1,740.....	1, 545. 00	240. 00	1, 785. 00
Florence M. Delong, of Michigan, clerk, 6 months 15 days at \$1,500; 5 months 15 days at \$1,740.....	1, 610. 00	240. 00	1, 850. 00
Clarence E. Conaway, of Maryland, clerk, 15 days at \$1,620; 11 months 15 days at \$1,740.....	1, 735. 00	240. 00	1, 975. 00
William J. Bieger, of Missouri, clerk, 15 days at \$1,620; 11 months 15 days at \$1,740.....	1, 735. 00	240. 00	1, 975. 00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
Edward J. Purtell, of New Jersey, clerk, 2 months 15 days at \$1,620, 9 months 15 days at \$1,740.....	\$1,715.00	\$240.00	\$1,955.00
Harry W. West, of Massachusetts, clerk, 6 months 15 days at \$1,620, 5 months 15 days at \$1,740.....	1,675.00	240.00	1,915.00
Frank C. Larimore, of Ohio, clerk, 8 months at \$1,620, 4 months at \$1,740.....	1,660.00	240.00	1,900.00
Wilmer A. Hill, of District of Columbia, clerk, 9 months 15 days at \$1,620, 2 months 15 days at \$1,740.....	1,645.00	240.00	1,885.00
Marcus Cohen, of Ohio, clerk, 11 months at \$1,620, 1 month at \$1,740.....	1,630.00	240.00	1,870.00
Peter Duguid, of New Jersey, clerk, 9 months 15 days at \$1,620, 2 months 15 days at \$1,740.....	1,645.00	240.00	1,885.00
Print E. Shomette, of Mississippi, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
James A. Moody, of West Virginia, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
J. E. Kidwell, of Virginia, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Nelle L. Ingels, of Illinois, clerk, 11 months 29½ days at \$1,740.....	1,738.10	239.74	1,977.84
James E. Norris, of Massachusetts, clerk, 6 months at \$1,740.....	870.00	120.00	990.00
Arlos J. Harbert, of West Virginia, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Aaron A. Jesse, of California, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Carl A. Schlager, of Pennsylvania, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Lear W. Kline, of Pennsylvania, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Alice H. Robinson, of New Jersey, clerk, 11 months 25½ days at \$1,740.....	1,719.97	237.24	1,957.21
M. Louise Wilson, of Iowa, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Nettie E. Phoebe, of Maryland, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
E. J. Doyle, of Illinois, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Theodore M. Daugherty, of Kentucky, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Luther B. Jackson, of Vermont, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Henry J. Conyngton, of Texas, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Methew Culbert, jr., of Alabama, clerk, 11 months 12½ days at \$1,740.....	1,653.86	228.12	1,881.98
James S. Fitzhugh, of Texas, clerk, 8 months 26 days at \$1,740.....	1,285.67	177.33	1,463.00
Jouvenal M. Fiedler, of Maryland, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
George E. Proudley, of Illinois, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Edward B. Finch, of Alabama, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Charles H. McGovern, of District of Columbia, clerk, 9 days at \$1,740.....	43.50	6.00	49.50
Frank E. Reynolds, of Pennsylvania, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Glenn L. Shinn, of West Virginia, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Frank L. Arnold, of Ohio, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
James F. Roe, of New York, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Henry Meyer, of New York, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
William B. Hammer, of Pennsylvania, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Ralph R. Sherman, of Pennsylvania, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
A. H. Davis, of North Carolina, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
F. L. Merritt, of District of Columbia, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
David W. Gabelein, of Ohio, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Walter Armstrong, of District of Columbia, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Albion L. Morris, of Delaware, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
William M. Furlong, of District of Columbia, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Calvin E. Remsberg, of District of Columbia, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Dewey R. Chastain, of Colorado, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
William A. Myers, of District of Columbia, clerk, 8 months at \$1,740.....	1,160.00	160.00	1,320.00
Edward J. Kohlbrenner, of South Carolina, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Henry L. Hess, of New York, clerk, 11 months 26½ days at \$1,740.....	1,724.12	237.81	1,961.93
William H. Mahoney, of Rhode Island, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Joseph S. Moss, of Virginia, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Henry R. Vedder, of New Jersey, clerk, 1 month 15 days at \$1,740.....	217.50	30.00	247.50
Arthur B. A. McEnerney, of Pennsylvania, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Leone E. Spletzer, of Ohio, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Clarence K. Glover, of District of Columbia, clerk, 8 months at \$1,500, 4 months at \$1,680.....	1,560.00	240.00	1,800.00
Charles R. Strobe, of Pennsylvania, clerk, 11 months 15 days at \$1,620, 15 days at \$1,680.....	1,622.50	240.00	1,862.50
Hilda E. Huber, of Missouri, clerk, 6 months 15 days at \$1,620, 5 months 15 days at \$1,680.....	1,647.50	240.00	1,887.50
Harold L. Slean, of Pennsylvania, clerk, 1 year at \$1,680.....	1,680.00	240.00	1,920.00
C. Virginia Brown, of Tennessee, clerk, 10 months 21½ days at \$1,680.....	1,500.34	214.33	1,714.67

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Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
Leslie H. McDaniel, of District of Columbia, junior clerk, 1 month 15 days at \$1,380; clerk, 8 months at \$1,560, 2 months 15 days at \$1,620.....	\$1,550.00	\$240.00	\$1,790.00
Ray Iliff, of Indiana, junior clerk, 6 months at \$1,380; clerk, 3 months 15 days at \$1,500, 2 months 15 days at \$1,620.....	1,465.00	240.00	1,705.00
Henry E. Ketner, of North Carolina, junior clerk, 8 months at \$1,440; clerk, 4 months at \$1,620.....	1,500.00	240.00	1,740.00
Bertha R. Tucker, of District of Columbia, clerk, 11 months 15 days at \$1,500, 15 days at \$1,620.....	1,505.00	240.00	1,745.00
Norman H. Jensen, of Nebraska, clerk, 6 months at \$1,500, 6 months at \$1,620.....	1,560.00	240.00	1,800.00
Harry S. Wahl, of Missouri, clerk, 8 months at \$1,500, 4 months at \$1,620.....	1,540.00	240.00	1,780.00
Luella R. Whaley, of District of Columbia, clerk, 8 months at \$1,500, 3 months 15 days at \$1,620.....	1,472.50	230.00	1,702.50
George L. Schatz, of Colorado, clerk, 10 months 15 days at \$1,500, 1 month 15 days at \$1,620.....	1,515.00	240.00	1,755.00
Otto A. Martens, of Wisconsin, clerk, 2 months at \$1,500, 10 months at \$1,620.....	1,600.00	240.00	1,840.00
John M. Meighan, of Pennsylvania, clerk, 10 months 29 $\frac{1}{4}$ days at \$1,500, 1 month at \$1,620.....	1,509.10	239.85	1,748.95
George T. Cunningham, of District of Columbia, clerk, 9 months 14 $\frac{1}{2}$ days at \$1,500, 2 months 15 days at \$1,620.....	1,522.02	239.51	1,761.53
Raymond E. Gosweiler, of Maryland, clerk, 6 months 15 days at \$1,500, 5 months 15 days at \$1,620.....	1,555.00	240.00	1,795.00
Bloom D. Chapman, of New York, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
Nettie E. Heinline, of District of Columbia, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
Paul A. Colvin, of District of Columbia, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
John J. O'Connell, of Ohio, clerk, 15 days at \$1,620.....	67.50	10.00	77.50
T. K. Carpenter, of Delaware, clerk, 1 month 15 days at \$1,620.....	202.50	30.00	232.50
Arthur J. Goelling, of Illinois, clerk, 1 month at \$1,620.....	135.00	20.00	155.00
William J. Wright, of Illinois, clerk, 1 month at \$1,620.....	135.00	20.00	155.00
Robert W. Marshall, of Kentucky, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
Lester A. Marble, of District of Columbia, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
Levi C. Morris, of New York, clerk, 2 months 13 days at \$1,620.....	328.50	48.67	377.17
Albert L. Jacobs, of California, clerk, 2 months 14 days at \$1,620.....	333.00	49.33	382.33
Lurena W. Sullivan, of Washington, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
Chester F. Price, of Alabama, clerk, 2 months 26 $\frac{1}{2}$ days at \$1,620.....	391.17	57.95	449.12
Edwin V. Byrne, of Virginia, clerk, 11 months 15 days at \$1,620.....	1,552.50	230.00	1,782.50
Joseph A. Hussion, of New York, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
Elza Job, of Illinois, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
William J. Cady, of Kentucky, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
Ura M. Dobbis, of Missouri, clerk, 5 months 5 days at \$1,620.....	697.50	103.33	800.83
Eugenia W. Suter, of District of Columbia, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
Bertha L. Griffiths, of Ohio, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
Charles W. Israel, of Virginia, clerk, 2 months 17 days at \$1,620.....	346.50	51.33	397.83
Samuel S. Smith, of New York, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
Mattie A. Horner, of New Hampshire, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
Ernest H. Hobbs, of Pennsylvania, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
James H. Lewis, of District of Columbia, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
James E. McMullin, of Virginia, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
Caroline Baldwin, of Indiana, clerk, 11 months 27 days at \$1,620.....	1,606.50	238.00	1,844.50
Charles F. Swetnam, of Virginia, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
Timothy M. Cremins, of Massachusetts, clerk, 7 months 15 days at \$1,620.....	1,012.50	150.00	1,162.50
William McCambridge, of Illinois, clerk, 2 months 27 $\frac{1}{2}$ days at \$1,620.....	393.75	58.33	452.08
Mason B. Leming, of Utah, clerk, 1 month at \$1,620.....	135.00	20.00	155.00
Frances Harden, of District of Columbia, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
J. C. Hooker, of Arizona, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
Samuel L. Cochran, of Texas, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
Gerald E. Sullivan, of New Jersey, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
Ellice Baker, of West Virginia, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
Franz Lebert, of District of Columbia, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
Thomas J. McQuade, of Pennsylvania, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
George O. Boal, of Pennsylvania, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
Robert E. Lewis, of District of Columbia, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
John H. Tilton, of New Jersey, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
Louise A. Lewis, of Pennsylvania, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
Karl C. Quinn, of Virginia, clerk, 1 year at \$1,620.....	\$1,620.00	\$240.00	\$1,860.00
Amy A. Brohaugh, of Washington, clerk, 1 year at \$1,620....	1,620.00	240.00	1,860.00
William F. Waite, of Alabama, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
Bessie E. Gorman, of District of Columbia, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
Charles E. Fox, of Pennsylvania, clerk, 9 months at \$1,620....	1,215.00	180.00	1,395.00
Verne P. Simmons, of Missouri, junior clerk, 3 months 29 days at \$1,200, 2 months 15 days at \$1,380; clerk, 1 month 15 days at \$1,560.....	879.17	159.33	1,038.50
Irene C. Harris, of Tennessee, clerk, 11 months at \$1,500, 1 month at \$1,560.....	1,505.00	240.00	1,745.00
Edward L. Valentine, of Arkansas, clerk, 1 year at \$1,560.....	1,560.00	240.00	1,800.00
Lucian A. Jackson, of Mississippi, clerk, 1 year at \$1,560.....	1,560.00	240.00	1,800.00
Mary C. Langley, of District of Columbia, clerk, 1 year at \$1,560.....	1,560.00	240.00	1,800.00
Harold D. McCoy, of Wisconsin, junior clerk, 3 months 15 days at \$1,200; clerk, 8 months 15 days at \$1,500.....	1,412.50	240.00	1,652.50
Orilla C. Chaney, of Ohio, junior clerk, 1 month 15 days at \$1,200, 9 months at \$1,380; clerk, 1 month 15 days at \$1,500....	1,372.50	240.00	1,612.50
Edwin B. Egli, of Iowa, junior clerk, 6 months 15 days at \$1,200; clerk, 5 months 15 days at \$1,500.....	1,337.50	240.00	1,577.50
Alexander E. Ellis, of Kentucky, junior clerk, 6 months 15 days at \$1,200; clerk, 5 months 15 days at \$1,500.....	1,337.50	240.00	1,577.50
Harry L. Conklin, of Montana, junior clerk, 3 months at \$1,260; clerk, 9 months at \$1,500.....	1,440.00	240.00	1,680.00
Homer F. Johnson, of District of Columbia, under clerk, 3 months 15 days at \$960; clerk, 8 months 15 days at \$1,500.....	1,342.50	240.00	1,582.50
Albert Forrest, of Massachusetts, junior clerk, 2 months at \$1,320, 7 months 15 days at \$1,380; clerk, 2 months 15 days at \$1,500.....	1,395.00	240.00	1,635.00
Louise Parker, of District of Columbia, junior clerk, 3 months 15 days at \$1,320; clerk, 4 months at \$1,500.....	885.00	150.00	1,035.00
Orra T. Miller, of Virginia, junior clerk, 8 months at \$1,320; clerk, 4 months at \$1,500.....	1,380.00	240.00	1,620.00
Earl F. Brown, of Pennsylvania, junior clerk, 6 months 15 days at \$1,380; clerk, 5 months 15 days at \$1,500.....	1,435.00	240.00	1,675.00
Carrie L. Morrison, of Maryland, junior clerk, 6 months 15 days at \$1,380, 3 months 15 days at \$1,440; clerk, 2 months at \$1,500.....	1,417.50	240.00	1,657.50
Anna M. Norris, of Pennsylvania, junior clerk, 6 months 15 days at \$1,380, 4 months 15 days at \$1,440; clerk, 1 month at \$1,500.....	1,412.50	240.00	1,652.50
Mary V. Futterer, of District of Columbia, junior clerk, 11 months at \$1,380; clerk, 1 month at \$1,500.....	1,390.00	240.00	1,630.00
Ruth M. Carlson, of New York, junior clerk, 15 days at \$1,380; clerk 11 months 15 days at \$1,500.....	1,495.00	240.00	1,735.00
Edna Teachout, of Michigan, junior clerk, 3 months 10 days, at \$1,380; clerk, 15 days, at \$1,500.....	445.83	76.67	522.50
Edwin R. Clement, of Illinois, junior clerk, 8 months, at \$1,380; clerk, 4 months, at \$1,500.....	1,420.00	240.00	1,660.00
Jno. S. Prichard, of Oklahoma, junior clerk, 15 days at \$1,380; clerk, 5 months 15 days at \$1,500, 6 months at \$1,620.....	1,555.00	240.00	1,795.00
Waiva A. Dean, of Oregon, junior clerk, 6 months at \$1,380; clerk, 6 months at \$1,500.....	1,440.00	240.00	1,680.00
Lou Harris, of Tennessee, junior clerk, 10 months 15 days at \$1,380; clerk, 1 month 15 days at \$1,500.....	1,395.00	240.00	1,635.00
Stella M. Henson, of District of Columbia, junior clerk, 10 months 15 days at \$1,380; clerk, 1 month 15 days at \$1,500....	1,395.00	240.00	1,635.00
Lulu E. Kelley, of Pennsylvania, junior clerk, 10 months 15 days at \$1,380; clerk, 1 month 5½ days at \$1,500.....	1,356.60	233.85	1,590.45
Elizabeth M. Lowry, of Pennsylvania, junior clerk, 10 months 15 days at \$1,380; clerk, 1 month 15 days at \$1,500.....	1,395.00	240.00	1,635.00
Katherine McManus, of Massachusetts, junior clerk, 10 months 15 days at \$1,380; clerk, 1 month 15 days at \$1,500.....	1,395.00	240.00	1,635.00
Edna J. Reid, of North Dakota, junior clerk, 10 months 15 days at \$1,380; clerk, 1 month 15 days at \$1,500.....	1,395.00	240.00	1,635.00
Alton H. Swinson, of Massachusetts, junior clerk, 9 months at \$1,380; clerk, 3 months at \$1,500.....	1,410.00	240.00	1,650.00
Gamble Daniels, of Kansas, junior clerk, 10 months 15 days at \$1,380; clerk, 1 month 15 days at \$1,500.....	1,395.00	240.00	1,635.00
Marion L. Boat, of Iowa, junior clerk, 3 months at \$1,380; clerk, 9 months at \$1,500.....	1,470.00	240.00	1,710.00
Olga M. Young, of Maryland, clerk, 11 months 29½ days at \$1,500.....	1,498.51	233.76	1,732.27
Mary E. Malley, of Connecticut, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Fred W. Barlow, of Pennsylvania, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Byrd E. Rynex, of Louisiana, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
Ernest E. Briscoe, of Montana, clerk, 1 year at \$1,500.....	\$1,500.00	\$240.00	\$1,740.00
Bertha Shaver, of Tennessee, clerk, 11 months 7 days, at \$1,500.....	1,404.17	224.67	1,628.84
Joe N. Bourne, of Iowa, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
William L. Collins, of New York, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Vera M. Case, of Michigan, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Joseph W. Tonkinson, of Connecticut, typewriter repairman, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
R. H. Gilbert, of Maryland, carpenter, 11 months 11 days at \$1,500.....	1,420.85	227.33	1,648.18
Louise Barron, of District of Columbia, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Charlotte A. Bernd, of District of Columbia, clerk, 3 months 3 days at \$1,500.....	387.50	62.00	449.50
Ella J. Sullivan, of Massachusetts, clerk, 6 months at \$1,500.....	750.00	120.00	870.00
Margaret K. McAlinney, of Pennsylvania, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Nell Guinn, of District of Columbia, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Frances J. Freiser, of Wisconsin, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Mabel Updegraff, of District of Columbia, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Sue C. Burlingame, of District of Columbia, clerk, 11 months 4 day at \$1,500.....	1,376.04	220.16	1,596.20
Bertha Heinemann, of Wisconsin, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Jean LeP. Perrie, of District of Columbia, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
W. G. Robertson, of District of Columbia, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Elmer Williams, of Florida, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Margaret M. De Levin, of Massachusetts, clerk, 1 month 5 days at \$1,500.....	145.83	23.33	169.16
Margaret C. Armstrong, of Ohio, clerk, 6 months 15 days at \$1,500.....	812.50	130.00	942.50
Geo. E. Primmer, of Illinois, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Jennie M. Lane, of Georgia, clerk, 11 months 23½ days at \$1,500.....	1,471.13	235.36	1,706.49
Harry J. Barnholt, of Pennsylvania, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Margaret G. Parkhurst, of District of Columbia, clerk, 4 months 17 days at \$1,500.....	570.83	91.33	662.16
James J. Williams, of Ohio, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Laura M. Monroe, of West Virginia, clerk, 7 months at \$1,500.....	875.00	140.00	1,015.00
Martha B. Williamson, of New York, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Olga A. Pearson, of Washington, clerk, 11 months 20 days at \$1,500.....	1,458.34	233.34	1,691.68
Helen B. St. Clair, of Missouri, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Walter A. Hegner, of Ohio, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
O. Lovell Day, of New York, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
William Conyngton, of Oklahoma, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Walter A. Smith, of Pennsylvania, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Charles S. Lawrenson, of District of Columbia, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Theresa M. D. Popp, of Michigan, clerk, 10 months 21½ days at \$1,500.....	1,339.88	214.38	1,554.26
Samuel P. Carter, of District of Columbia, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
John H. McCarthy, of District of Columbia, clerk, 11 months 17½ days at \$1,500.....	1,447.64	231.60	1,679.24
Mendon Wood, of New Jersey, clerk, 11 months 28½ days at \$1,500.....	1,494.05	239.05	1,733.10
Wesley M. Davis, of Pennsylvania, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Arthur J. Reynolds, of Rhode Island, clerk, 11 months 29½ days at \$1,500.....	1,498.81	239.80	1,738.61
Byron D. Darling, of District of Columbia, clerk, 11 months 29½ days at \$1,500.....	1,497.02	239.52	1,736.54
Viola M. Cranmer, of New Jersey, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Anita W. Wassmann, of District of Columbia, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Sherman E. Danforth, of Maryland, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Chas. H. Fletcher, of Maryland, clerk, 11 months 28½ days at \$1,500.....	1,494.05	239.05	1,733.10
Margaret L. Noe, of West Virginia, junior clerk, 6 months at \$1,320, 6 months at \$1,440.....	1,380.00	240.00	1,620.00
Catherine M. Quinn, of Pennsylvania, junior clerk, 6 months 15 days at \$1,380, 5 months 15 days at \$1,440.....	1,407.50	240.00	1,647.50
Mary M. Murray, of Kentucky, junior clerk, 6 months 15 days at \$1,380, 5 months 15 days at \$1,440.....	1,407.50	240.00	1,647.50
Wm. T. Spence, of New York, junior clerk, 11 months at \$1,380, 1 month at \$1,440.....	1,385.00	240.00	1,625.00
Ruth S. Arthur, of Kansas, junior clerk, 10 months at \$1,380, 2 months at \$1,440.....	1,390.00	240.00	1,630.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
GENERAL—continued.			
Mary E. Griffith, of District of Columbia, junior clerk, 7 months at \$1,380, 5 months at \$1,440.....	\$1,405.00	\$240.00	\$1,645.00
Warren H. Hunt, of District of Columbia, junior clerk, 10 months 15 days at \$1,380, 1 month 15 days at \$1,440.....	1,387.50	240.00	1,627.50
Marjorie N. Lyke, of Pennsylvania, junior clerk, 10 months 15 days at \$1,380, 1 month 15 days at \$1,440.....	1,387.50	240.00	1,627.50
Emilie R. Tomsic, of Illinois, junior clerk, 10 months 15 days at \$1,380, 1 month 15 days at \$1,440.....	1,387.50	240.00	1,627.50
Bernice M. Snyder, of Ohio, junior clerk, 6 months 15 days at \$1,380, 5 months 15 days at \$1,440.....	1,407.50	240.00	1,647.50
Lavina A. Trossbach, of Washington, junior clerk, 10 months 25 days at \$1,440.....	1,300.00	216.67	1,516.67
Joseph J. Harvey, of District of Columbia, junior clerk, 1 year at \$1,440.....	1,440.00	240.00	1,680.00
Benjamin R. Gist, of District of Columbia, junior clerk, 11 months 28 days at \$1,440.....	1,432.00	238.67	1,670.67
T. J. Patrick, jr., of Florida, junior clerk, 1 year at \$1,440.....	1,440.00	240.00	1,680.00
Ellen M. Hendricks, of District of Columbia, junior clerk, 1 year at \$1,440.....	1,440.00	240.00	1,680.00
Jena De Imhoff, of Missouri, junior clerk, 1 year at \$1,440.....	1,440.00	240.00	1,680.00
M. Ross Farrar, of District of Columbia, temporary examiner, 11 months 29½ days at \$1,440.....	1,438.86	239.80	1,678.66
J. Knoxie Crump, of Texas, junior clerk, 7 months at \$1,200, 5 months at \$1,380.....	1,275.00	240.00	1,515.00
Mary V. Whalen, of Pennsylvania, junior clerk, 8 months 13 days at \$1,200, 3 months 15 days at \$1,380.....	1,245.83	238.67	1,484.50
Ada W. Farwell, of Massachusetts, junior clerk, 5 months 10 days at \$1,200, 5 months 16 days at \$1,380.....	1,169.66	217.33	1,386.99
Henry R. Lagestee, of Michigan, junior clerk, 10 months at \$1,200, 2 months at \$1,380.....	1,230.00	240.00	1,470.00
Emily M. Rayson, of Texas, junior clerk, 11 months at \$1,320, 1 month at \$1,380.....	1,325.00	240.00	1,565.00
Frances M. Lind, of New York, junior clerk, 6 months at \$1,320, 3 months 15 days at \$1,380.....	1,062.50	190.00	1,252.50
Nellie H. McGill, of Kentucky, junior clerk, 5 months 29½ days at \$1,320, 6 months at \$1,380.....	1,349.74	239.95	1,589.69
Frank M. Cooke, of Pennsylvania, junior clerk, 10 months 15 days at \$1,320, 1 month 15 days at \$1,380.....	1,327.50	240.00	1,567.50
Edythe S. Lawton, of Maryland, junior clerk, 6 months 15 days at \$1,320, 5 months 15 days at \$1,380.....	1,347.50	240.00	1,587.50
Lotta T. Roche, of District of Columbia, junior clerk, 6 months 15 days at \$1,320, 5 months 15 days at \$1,380.....	1,347.50	240.00	1,587.50
Reuben Goldberg, of Massachusetts, junior clerk, 6 months 15 days at \$1,320, 5 months 15 days at \$1,380.....	1,347.50	240.00	1,587.50
Mary H. Fortier, of District of Columbia, junior clerk, 6 months 15 days at \$1,320, 5 months 15 days at \$1,380.....	1,347.50	240.00	1,587.50
Thomas R. Powers, of Massachusetts, junior clerk, 6 months 15 days at \$1,320, 25 days at \$1,380.....	810.83	146.67	957.50
Louis E. Venghaus, of Illinois, junior clerk, 8 months at \$1,320, 4 months at \$1,380.....	1,340.00	240.00	1,580.00
Ethel C. Owings, of Missouri, junior clerk, 6 months at \$1,320, 6 months at \$1,380.....	1,350.00	240.00	1,590.00
Otto A. Witt, of District of Columbia, junior clerk, 1 year at \$1,380.....	1,380.00	240.00	1,620.00
Ida A. Thompson, of District of Columbia, junior clerk, 1 year at \$1,380.....	1,380.00	240.00	1,620.00
T. Wingfield Bullock, of Kentucky, junior clerk, 5 months 16½ days at \$1,380.....	638.25	111.00	749.25
Rena Wendling, of Kentucky, junior clerk, 11 months 15 days at \$1,380; clerk, 15 days at \$1,500.....	1,385.00	240.00	1,625.00
Joseph L. Godwin, of Virginia, junior clerk, 1 year at \$1,380.....	1,380.00	240.00	1,620.00
Fannie A. Barron, of District of Columbia, junior clerk, 1 year at \$1,380.....	1,380.00	240.00	1,620.00
Blanche L. Green, of District of Columbia, junior clerk, 1 year at \$1,380.....	1,380.00	240.00	1,620.00
Eloise A. Schlosser, of District of Columbia, junior clerk, 1 year at \$1,380.....	1,380.00	240.00	1,620.00
Eva Sokol, of District of Columbia, junior clerk, 1 year at \$1,380.....	1,380.00	240.00	1,620.00
Helene A. Shober, of Ohio, junior clerk, 1 year at \$1,380.....	1,380.00	240.00	1,620.00
Rita G. Ruggiero, of District of Columbia, junior clerk, 11 months 1 day at \$1,380.....	1,268.83	220.67	1,489.50
Kathryn D. O'Neil, of North Carolina, junior clerk, 6 months at \$1,320, 6 months at \$1,380.....	1,350.00	240.00	1,590.00
Agnes R. Hill, of District of Columbia, junior clerk, 1 year at \$1,380.....	1,380.00	240.00	1,620.00
Estelle Cusack, of District of Columbia, junior clerk, 11 months 28½ days at \$1,380.....	1,375.89	239.28	1,615.17

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
Gladys Mae Dunn, of Ohio, junior clerk, 11 months 20 days at \$1,380.....	\$1,341.67	\$233.33	\$1,575.00
Martha L. Blossom, of Massachusetts, junior clerk, 1 year at \$1,380.....	1,380.00	240.00	1,620.00
Edgar A. Behrend, of District of Columbia, junior clerk, 9 months 15 days at \$1,380.....	1,092.50	190.00	1,282.50
Alice M. Updegraff, of Indiana, junior clerk, 1 year at \$1,380.....	1,380.00	240.00	1,620.00
V. M. Wintermeyer, of District of Columbia, junior clerk, 1 year, at \$1,380.....	1,380.00	240.00	1,620.00
Jessie T. Kereli, of Ohio, junior clerk, 8 months 17 days at \$1,380.....	985.17	171.33	1,156.50
Jeanette Loeb, of District of Columbia, junior clerk, 1 year at \$1,380.....	1,380.00	240.00	1,620.00
Margaret M. Burns, of Maryland, junior clerk, 1 year at \$1,380.....	1,380.00	240.00	1,620.00
John A. Cunningham, of Maine, junior clerk, 1 year at \$1,380.....	1,380.00	240.00	1,620.00
Olga Johnson, of District of Columbia, underclerk, 2 months 15 days at \$1,080; junior clerk, 4 months at \$1,200, 5 months 15 days at \$1,320.....	1,230.00	240.00	1,470.00
Myrtle B. Foote, of Maryland, junior clerk, 6 months 15 days at \$1,200, 4 months at \$1,260, 1 month 15 days at \$1,320.....	1,235.00	240.00	1,475.00
Ruth Parlier, of Illinois, junior clerk, 6 months 15 days at \$1,200, 5 months 15 days at \$1,320.....	1,255.00	240.00	1,495.00
H. Grace Derrick, of Pennsylvania, junior clerk, 6 months 15 days at \$1,200, 5 months 15 days at \$1,320.....	1,255.00	240.00	1,495.00
Janet W. Meetze, of District of Columbia, junior clerk, 6 months 15 days at \$1,200, 5 months 15 days at \$1,320.....	1,255.00	240.00	1,495.00
Jane S. Best, of Wisconsin, junior clerk, 6 months 15 days at \$1,200, 5 months 15 days at \$1,320.....	1,255.00	240.00	1,495.00
Ruth J. Nelson, of Wisconsin, junior clerk, 7 months 15 days at \$1,200, 4 months 15 days at \$1,320.....	1,245.00	240.00	1,485.00
Ora L. Vincent, of Maryland, junior clerk, 2 months at \$1,200, 6 months at \$1,320.....	860.00	160.00	1,020.00
J. Iva Vernon, of South Carolina, junior clerk, 10 months 15 days at \$1,200, 1 month 15 days at \$1,320.....	1,215.00	240.00	1,455.00
Esther M. Roebken, of Missouri, junior clerk, 6 months at \$1,200, 6 months at \$1,320.....	1,260.00	240.00	1,500.00
Elizabeth H. Daniel, of Virginia, junior clerk, 6 months at \$1,200, 6 months at \$1,320.....	1,260.00	240.00	1,500.00
Edna T. Brady, of Rhode Island, junior clerk, 6 months at \$1,200, 6 months at \$1,320.....	1,260.00	240.00	1,500.00
Julia O. Kemp, of Maryland, junior clerk, 6 months at \$1,200, 6 months at \$1,320.....	1,260.00	240.00	1,500.00
Ethel S. Giddings, of District of Columbia, junior clerk, 6 months at \$1,200, 6 months at \$1,320.....	1,260.00	240.00	1,500.00
Marjorie G. Moody, of New Jersey, junior clerk, 6 months at \$1,200, 6 months at \$1,320.....	1,260.00	240.00	1,500.00
Myrtle I. Seidler, of Iowa, junior clerk, 7 months at \$1,200, 5 months at \$1,320.....	1,250.00	240.00	1,490.00
Mary D. Mulkerins, of District of Columbia, junior clerk, 8 months at \$1,200, 4 months at \$1,320.....	1,240.00	240.00	1,480.00
Marie E. Fleishman, of District of Columbia, junior clerk, 8 months at \$1,200, 4 months at \$1,320.....	1,240.00	240.00	1,480.00
Helen M. Donaldson, of District of Columbia, junior clerk, 8 months at \$1,200, 4 months at \$1,320.....	1,240.00	240.00	1,480.00
Nellie M. Walton, of District of Columbia, junior clerk, 10 months 15 days at \$1,200, 1 month 15 days at \$1,320.....	1,215.00	240.00	1,455.00
Edna M. Stalcup, of Illinois, junior clerk, 6 months at \$1,200, 6 months at \$1,320.....	1,260.00	240.00	1,500.00
K. A. McLaughlin, of District of Columbia, junior clerk, 6 months at \$1,200, 6 months at \$1,320.....	1,260.00	240.00	1,500.00
Herbert L. Hanback, of Virginia, junior clerk, 1 month 15 days at \$1,200, 6 months at \$1,320, 4 months 15 days at \$1,440.....	1,350.00	240.00	1,590.00
Margaret M. Goodman, of District of Columbia, junior clerk, 6 months 15 days at \$1,260, 5 months 15 days at \$1,320.....	1,287.50	240.00	1,527.50
Mary K. Werner, of District of Columbia, junior clerk, 6 months 15 days at \$1,260, 5 months 15 days at \$1,320.....	1,287.50	240.00	1,527.50
Anna Wilson, of District of Columbia, junior clerk, 10 months 14 days at \$1,260, 1 month 15 days at \$1,320.....	1,264.00	239.33	1,503.33
Elsie Embler, of Connecticut, junior clerk, 6 months 15 days at \$1,260, 2 months 7 days at \$1,320.....	928.17	174.67	1,102.84
Bennet C. Taliaferro, of Tennessee, junior clerk, 1 year at \$1,320.....	1,320.00	240.00	1,560.00
Charles R. Long, of District of Columbia, junior clerk, 1 year at \$1,320.....	1,320.00	240.00	1,560.00
Walter W. Scott, of Virginia, junior clerk, 1 year at \$1,320.....	1,320.00	240.00	1,560.00
Olive M. Carpenter, of New York, junior clerk, 1 year at \$1,320.....	1,320.00	240.00	1,560.00
Geo. H. Keenan, of District of Columbia, junior clerk, 1 year at \$1,320.....	1,320.00	240.00	1,560.00
Helen M. Cullen, of Massachusetts, junior clerk, 19 days at \$1,320.....	69.67	12.67	\$2.34

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
Reece Harrison, of Kentucky, junior clerk, 1 year at \$1,320...	\$1,320.00	\$240.00	\$1,560.00
Margaret A. Moffett, of New York, junior clerk, 1 year at \$1,320.	1,320.00	240.00	1,560.00
M. Helen Orlani, of District of Columbia, junior clerk, 1 year at \$1,320.....	1,320.00	240.00	1,560.00
Joy M. Box, of Michigan, junior clerk, 5 months 15 days at \$1,320.....	604.99	109.99	714.98
Winifred M. Rock, of New York, junior clerk, 6 months at \$1,320.....	660.00	120.00	780.00
William G. Peterson, of Iowa, junior clerk, 1 year at \$1,320...	1,320.00	240.00	1,560.00
Tilda F. Nabor, of New York, junior clerk, 1 year at \$1,320...	1,320.00	240.00	1,560.00
Vivian E. Culver, of New Hampshire, under clerk, 1 month at \$900; junior clerk, 9 months 15 days at \$1,200, 1 month 15 days at \$1,320.....	1,190.00	240.00	1,430.00
Wade H. Allison, of North Carolina, under clerk, 1 month 15 days at \$960; junior clerk, 8 months 15 days at \$1,200, 2 months at \$1,320.....	1,190.00	240.00	1,430.00
John R. Jameson, of New York, junior clerk, 1 year at \$1,320...	1,320.00	240.00	1,560.00
Rudolph Dargel, of Illinois, junior clerk, 1 year at \$1,320.....	1,320.00	240.00	1,560.00
Leatha Creager, of Indiana, junior clerk, 1 year at \$1,320.....	1,320.00	240.00	1,560.00
Leona V. Brown, of Rhode Island, junior clerk, 1 year at \$1,320.	1,320.00	240.00	1,560.00
Samuel C. Sturgis, of Maryland, junior clerk, 11 months 29 $\frac{1}{2}$ days at \$1,320.....	1,318.17	239.66	1,557.83
Eva G. Shaw, of Louisiana, junior clerk, 1 year at \$1,320.....	1,320.00	240.00	1,560.00
Guy B. Ridgway, of Maryland, junior clerk, 1 year at \$1,320...	1,320.00	240.00	1,560.00
Ruth E. Perreault, of Mississippi, junior clerk, 6 months 15 days at \$1,200, 5 months 15 days at \$1,260.....	1,227.50	240.00	1,467.50
Antoinette L. Humes, of District of Columbia, junior clerk, 10 months 15 days at \$1,200, 1 month 15 days at \$1,260.....	1,207.50	240.00	1,447.50
David T. Langley, of District of Columbia, junior clerk, 10 months 15 days at \$1,200, 1 month 15 days at \$1,260.....	1,207.50	240.00	1,447.50
Harriet B. Jones, of Virginia, junior clerk, 6 months 10 $\frac{3}{4}$ days at \$1,200, 5 months 15 days at \$1,260.....	1,212.37	236.98	1,449.35
Nellie Meara, of Illinois, junior clerk, 10 months 15 days at \$1,200, 1 month 15 days at \$1,260.....	1,207.50	240.00	1,447.50
Pearl M. Linton, of Illinois, junior clerk, 1 month 15 days at \$1,200, 4 months 15 days at \$1,260.....	622.50	120.00	742.50
Corinne R. Manning, of Kentucky, junior clerk, 11 months at \$1,200, 1 month at \$1,260.....	1,205.00	240.00	1,445.00
Lulu B. Ebberts, of Pennsylvania, junior clerk, 11 months at \$1,200, 1 month at \$1,260.....	1,205.00	240.00	1,445.00
Mary C. Rose, of New York, junior clerk, 1 month at \$1,200, 11 months at \$1,260.....	1,255.00	240.00	1,495.00
E. B. Van Devanter, of District of Columbia, telephone operator, 6 months at \$1,020; chief telephone operator, 6 months at \$1,200.....	1,110.00	240.00	1,350.00
George A. Shutack, of Pennsylvania, under clerk, 6 months 15 days at \$1,020, 2 months 15 days at \$1,080; junior clerk, 3 months at \$1,200.....	1,077.50	240.00	1,317.50
Clifford C. Cooke, of Montana, under clerk, 6 months at \$1,020; junior clerk, 6 months at \$1,200.....	1,110.00	240.00	1,350.00
Frank E. Grutzik, of Wisconsin, under clerk, 6 months at \$1,020; junior clerk, 6 months at \$1,200.....	1,110.00	240.00	1,350.00
Latham G. Humphrey, of District of Columbia, under clerk, 5 months 27 $\frac{1}{2}$ days at \$1,020; junior clerk, 6 months at \$1,200.	1,102.92	238.33	1,341.25
Hallie E. Reed, of Kansas, under clerk, 7 months 24 days at \$1,020; junior clerk, 3 months 15 days at \$1,200.....	1,013.00	226.00	1,239.00
Ruth Snively, of Pennsylvania, under clerk, 8 months at \$1,020; junior clerk, 4 months at \$1,200.....	1,080.00	240.00	1,320.00
L. J. P. Fitchthorn, of Connecticut, under clerk, 4 months 3 days at \$1,020; junior clerk, 1 month 15 days at \$1,200.....	498.50	112.00	610.50
Richard T. Quirk, of New Jersey, under clerk, 6 months at \$1,020; junior clerk, 6 months at \$1,200.....	1,110.00	240.00	1,350.00
A. Leo Buhrman, of Pennsylvania, under clerk, 6 months at \$1,020; junior clerk, 6 months at \$1,200.....	1,110.00	240.00	1,350.00
Mabel W. Elmer, of District of Columbia, under clerk, 6 months at \$1,020; junior clerk, 6 months at \$1,200.....	1,110.00	240.00	1,350.00
Florence K. Laub, of Pennsylvania, under clerk, 6 months 15 days at \$1,080; junior clerk, 5 months 15 days at \$1,200...	1,135.00	240.00	1,375.00
Theodore T. Gittings, of District of Columbia, under clerk, 10 months 15 days at \$1,080; junior clerk, 1 month 15 days at \$1,200.....	1,095.00	240.00	1,335.00
Frank Steadman, of Virginia, under clerk, 8 months at \$1,080; junior clerk, 4 months at \$1,200.....	1,120.00	240.00	1,360.00
May DeW. Eby, of District of Columbia, under clerk, 10 months 15 days at \$1,080; junior clerk, 1 month 15 days at \$1,200.....	1,095.00	240.00	1,335.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
Annie L. C. Hubbard, of Virginia, under clerk, 7 months 15 days at \$900; junior clerk, 4 months 15 days at \$1,200.....	\$1,012.50	\$240.00	\$1,252.50
Elizabeth A. Foley, of District of Columbia, under clerk, 6 months at \$1,080; junior clerk, 6 months at \$1,200.....	1,140.00	240.00	1,380.00
Gladys M. Haislip, of District of Columbia, chief telephone operator, 4 months $\frac{2}{3}$ days at \$1,200.....	401.19	80.24	481.43
Chloebelle Kinne, of New York, junior clerk, 10 months 24 $\frac{1}{2}$ days at \$1,200.....	1,081.90	216.38	1,298.28
Harriet B. Raymond, of Massachusetts, junior clerk, 3 months 12 days at \$1,200.....	340.00	68.00	408.00
Ruby L. Lewis, of Tennessee, junior clerk, 1 year at \$1,200....	1,200.00	240.00	1,440.00
Emma M. Schermann, of Kansas, junior clerk, 1 month 6 days at \$1,200.....	120.00	24.00	144.00
Caroline G. Smith, of Wisconsin, junior clerk, 1 month 15 days at \$1,200.....	150.00	30.00	180.00
Margaret A. Navien, of Massachusetts, junior clerk, 2 months at \$1,200.....	200.00	40.00	240.00
Agnes C. Clark, of District of Columbia, junior clerk, 4 months 8 days at \$1,200.....	426.67	85.33	512.00
Mary E. Gilbert, of District of Columbia, junior clerk, 5 months 14 days at \$1,200.....	546.67	109.33	656.00
Jessie Callan, of Pennsylvania, junior clerk, 9 months 29 $\frac{1}{2}$ days at \$1,200.....	999.04	199.81	1,198.85
Elsie Bayne, of Virginia, junior clerk, 5 months at \$1,200.....	500.00	100.00	600.00
Leslie M. Miller, of Virginia, junior clerk, 4 months 15 days at \$1,200.....	450.00	90.00	540.00
Joseph M. Gleeson, of Massachusetts, junior clerk, 10 months at \$1,200.....	1,000.00	200.00	1,200.00
Elizabeth G. McNamara, of New York, junior clerk, 8 months 7 days at \$1,200.....	823.33	164.67	988.00
Paul L. Hughes, of Delaware, junior clerk, 2 months 20 days at \$1,200.....	266.66	53.34	320.00
George S. Thompson, of Virginia, junior clerk, 7 days at \$1,200.	23.33	4.67	28.00
Ellen H. Rosenberg, of Minnesota, junior clerk, 1 month 23 days at \$1,200.....	176.67	35.33	212.00
Huldah Faunt Le Roy, of District of Columbia, junior clerk, 11 months 7 $\frac{1}{2}$ days at \$1,200.....	1,124.63	224.93	1,349.56
Jean Y. Handy, of District of Columbia, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Murry A. Weekley, of District of Columbia, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
William A. Hans, of New York, junior clerk, 10 months 28 days at \$1,200.....	1,093.33	218.67	1,312.00
Sophie A. Thomas, of District of Columbia, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Newton A. Gladstone, of District of Columbia, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Ophelia H. Allen, of Kentucky, junior clerk, 2 months at \$1,200.	200.00	40.00	240.00
Marguerite Wilcox, of New York, junior clerk, 3 days at \$1,200.	10.00	2.00	12.00
Dorothy Rittenhouse, of District of Columbia, junior clerk, 4 months 15 days at \$1,200.....	450.00	90.00	540.00
Ruth F. Little, of District of Columbia, junior clerk, 4 months 15 days at \$1,200.....	450.00	90.00	540.00
Emily J. Carey, of New York, junior clerk, 1 year at \$1,200....	1,200.00	240.00	1,440.00
Charles A. Lyons, of District of Columbia, junior clerk, 8 months 28 days at \$1,200.....	893.33	178.67	1,072.00
Thelma M. Hancher, of Ohio, junior clerk, 3 months 15 days at \$1,200.....	350.00	70.00	420.00
A. Isobel Carpenter, of North Dakota, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Grace S. Werking, of District of Columbia, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Helen Dean, of Massachusetts, junior clerk, 8 months $\frac{1}{2}$ day at \$1,200.....	801.67	160.33	962.00
Katharine R. McNiff, of Massachusetts, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Leland H. Maffett, of Ohio, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Jno. F. Lanigan, of South Carolina, junior clerk, 2 months 6 days at \$1,200.....	220.00	44.00	264.00
Trecy Lenoir, of Mississippi, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
John R. McCaffery, of Connecticut, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Ottillie M. La Clair, of Minnesota, junior clerk, 1 year at \$1,200.	1,200.00	240.00	1,440.00
Ella Heyman, of New York, junior clerk, 11 months 20 $\frac{1}{2}$ days at \$1,200.....	1,167.61	233.52	1,401.13
Irene F. Hall, of Virginia, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
Samuel H. Carter, of Maine, junior clerk, 1 month 15 days at \$1,200.....	\$150.00	\$30.00	\$180.00
Arthur J. Hagerman, of Iowa, junior clerk, 5 months 27 days at \$1,200.....	590.00	118.00	708.00
Edward M. Cox, of Oklahoma, junior clerk, 5 months 5 days at \$1,200.....	516.67	103.33	620.00
Reginald F. Brooks, of District of Columbia, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Marie L. Berrington, of Illinois, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Margaret A. Bates, of District of Columbia, junior clerk, 28 days at \$1,200.....	93.33	18.67	112.00
Gertrude D. C. Neilson, of Wisconsin, junior clerk, 5 months 15 days at \$1,200.....	550.00	110.00	660.00
Albert M. Jones, of District of Columbia, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Thomas F. O'Brien, of District of Columbia, junior clerk, 11 months 23½ days at \$1,200.....	1,194.28	238.86	1,433.14
Roy Cox, of Missouri, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Charles A. Whalen, of Massachusetts, junior clerk, 11 months 26 days at \$1,200.....	1,186.67	237.33	1,424.00
Anna V. Frank, of New York, temporary junior clerk, 2 months 7 days at \$1,200.....	223.33	44.67	268.00
Edith Rosenblum, of New York, temporary junior clerk, 15 days at \$1,200.....	50.00	10.00	60.00
Wanda B. Chase, of New York, temporary junior clerk, 3 months 12 days at \$1,200.....	340.00	68.00	408.00
John S. Kennamer, of Oklahoma, junior clerk, 8 months at \$1,200.....	800.00	160.00	960.00
Mary M. Hay, of Pennsylvania, junior clerk, 4 months 15 days at \$1,200.....	450.00	90.00	540.00
Joshua Harris, of Virginia, assistant engineer, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Wilfred J. Redmond, of Maryland, junior clerk, 9 months at \$1,200.....	900.00	180.00	1,080.00
M. C. Dankmeyer, of District of Columbia, junior clerk, 11 months 29½ days at \$1,200.....	1,199.05	239.80	1,438.85
Rebecca Kaplowitz, of New Jersey, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Blanche M. Potter, of District of Columbia, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Katherine B. Stockton, of District of Columbia, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
C. W. Tillinghast, of California, junior clerk, 11 months 22½ days at \$1,200.....	1,174.88	234.96	1,409.84
Olive G. Droneburg, of District of Columbia, junior clerk, 6 months 14½ days at \$1,200, 5 months 15 days at \$1,260.....	1,226.78	239.85	1,466.63
Edward T. Washington, of District of Columbia, foreman laborer, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Chancellor N. Brown, of Virginia, under clerk, 6 months at \$1,020, 23 days at \$1,080.....	579.00	135.33	714.33
Carrie E. Stuhmann, of Maryland, under clerk, 6 months at \$1,020, 6 months at \$1,080.....	1,050.00	240.00	1,290.00
Josephine K. Smith, of District of Columbia, under clerk, 5 months 20 days at \$1,020, 6 months at \$1,080.....	1,021.66	233.34	1,255.00
Edna M. Bowling, of Maryland, under clerk, 11 months 13 days at \$1,080.....	1,029.00	228.66	1,257.66
David R. White, of Virginia, under clerk, 1 year at \$1,080.....	1,080.00	240.00	1,320.00
Agnes R. Kelly, of Virginia, under clerk, 6 months 15 days at \$840, 4 months at \$1,080.....	815.00	210.00	1,025.00
Josie B. Lewis, of District of Columbia, under clerk, 6 months at \$840, 1 month 15 days at \$900, 3 months 15 days at \$1,080.....	847.50	220.00	1,067.50
Julia A. Clapp, of District of Columbia, under clerk, 6 months at \$840, 4 months 15 days at \$1,080.....	825.00	210.00	1,035.00
Margaret A. Blades, of District of Columbia, under clerk, 6 months at \$840, 2 months 9½ days at \$1,080.....	628.72	166.38	795.10
Marion Loeb, of District of Columbia, under clerk, 1 month 15 days at \$960, 10 months 15 days at \$1,080.....	1,065.00	240.00	1,305.00
Lawrence A. Franzin, of Pennsylvania, under clerk, 1 month 15 days at \$1,020.....	127.50	30.00	157.50
C. C. Buchmiller, of New York, under clerk, 5 months at \$1,020.....	425.00	100.00	525.00
Alma A. Beavers, of Indiana, under clerk, 5 months at \$1,020.....	425.00	100.00	525.00
Thomas M. Martin, of Rhode Island, under clerk, 15 days at \$1,020.....	42.50	10.00	52.50
William F. Foley, of Massachusetts, under clerk, 18 days at \$1,020.....	51.00	12.00	63.00
Benson H. Cannon, of Illinois, under clerk, 10 days at \$1,020.....	28.33	6.67	35.00
Rennie A. Thomas, of Illinois, under clerk, 11 months 29 days at \$1,020.....	1,017.17	239.33	1,256.50

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
Albert A. Miller, of Maryland, under clerk, 4 months 25 days at \$1,020.....	\$410. 83	\$96. 67	\$507. 50
Elizabeth A. Shepherd, of Virginia, under clerk, 1 year at \$1,020.....	1,020. 00	240. 00	1,260. 00
Martin F. Smith, of New York, temporary under clerk, 1 month 23 days at \$1,020.....	150. 17	35. 33	185. 50
Hildred I. Phillips, of Iowa, temporary under clerk, 2 months 18 days at \$1,020.....	221. 00	52. 00	273. 00
Thos. T. Willford, of Illinois, under clerk, 1 year at \$1,020.....	1,020. 00	240. 00	1,260. 00
Roland E. Fournier, of Rhode Island, under clerk, 4 months 21 days at \$1,020.....	399. 50	94. 00	493. 50
Carlyle Crook, of Maryland, temporary under clerk, 2 months 4 days at \$1,020.....	181. 33	42. 67	224. 00
Anna F. Biride, of District of Columbia, temporary under clerk, 2 months 6 days at \$1,020.....	187. 00	44. 00	231. 00
Wm. P. Badger, jr., of New York, under clerk, 2 months 2 days at \$1,020.....	175. 67	41. 33	217. 00
Margaret H. Truett, of Minnesota, temporary under clerk, 8 days at \$1,020; under clerk, 2 months 4 days at \$1,020.....	204. 00	48. 00	252. 00
John A. Taylor, of Maryland, temporary under clerk, 8 months 6 days at \$1,020; under clerk, 15 days at \$1,020.....	739. 50	174. 00	913. 50
Clarence E. Bogren, of Illinois, under clerk, 22 days at \$1,020.....	62. 33	14. 67	77. 00
Rose A. Krupp, of Michigan, temporary under clerk, 2 months 27 days at \$1,020.....	246. 50	58. 00	304. 50
Pauline E. Fuller, of New York, under clerk, 4 months 15 days at \$1,020.....	382. 50	90. 00	472. 50
Verna R. Williams, of Illinois, under clerk, 6 months 15 days at \$1,020.....	552. 50	130. 00	682. 50
Charles O. Devore, of Kansas, under clerk, 2 months 8 days at \$1,020.....	192. 67	45. 33	238. 00
Rebecca J. Washington, of District of Columbia, temporary under clerk, 2 months 23 days at \$1,020.....	235. 17	55. 33	290. 50
Millard F. Ottman, of Pennsylvania, temporary under clerk, 1 month 20 days at \$1,020.....	141. 67	33. 33	175. 00
Bernard L. Walsh, of Michigan, temporary under clerk, 13 days at \$1,020.....	36. 83	8. 67	45. 50
Frank R. Maguire, of District of Columbia, temporary under clerk, 12 days at \$1,020.....	34. 00	8. 00	42. 00
Freda A. Miller, of Maryland, temporary under clerk, 2 months 27 days at \$1,020.....	246. 50	58. 00	304. 50
Marie L. McAlear, of Rhode Island, temporary under clerk, 2 months 6 days at \$1,020.....	187. 00	44. 00	231. 00
Marguerite I. Reichel, of New York, temporary under clerk, 2 months 15 days at \$1,020.....	212. 50	50. 00	262. 50
Julia A. McGuire, of District of Columbia, temporary under clerk, 2 months 11 days at \$1,020.....	201. 17	47. 33	248. 50
G. F. Plater, of Maryland, assistant foreman laborer, 1 year at \$1,020.....	1,020. 00	240. 00	1,260. 00
Mary S. Hansford, of District of Columbia, telephone operator, 1 year at \$900.....	900. 00	240. 00	1,140. 00
Mary H. McNeeley, of District of Columbia, under clerk, 5 months 25 days at \$900.....	437. 50	116. 67	554. 17
Thomas H. Robinson, of District of Columbia, classified laborer, 17 days at \$900.....	42. 50	11. 33	53. 83
William Tymous, of District of Columbia, fireman, 1 year at \$900.....	900. 00	240. 00	1,140. 00
Horace Clanton, of District of Columbia, fireman, 11 months 26 days at \$900.....	890. 00	237. 33	1,127. 33
Daniel Shorter, of District of Columbia, fireman, 8 months 7 days at \$900.....	617. 50	164. 67	782. 17
Frank A. Fisher, of District of Columbia, unskilled laborer, 1 year at \$900.....	900. 00	240. 00	1,140. 00
George A. Ready, of District of Columbia, messenger, 8 months 15 days at \$720; under clerk, 3 months 15 days at \$840.....	755. 00	240. 00	995. 00
George E. Shields, of District of Columbia, elevator conductor starter, 1 year at \$840.....	840. 00	240. 00	1,080. 00
Richard R. Queen, of District of Columbia, watchman, 2 months 21 days at \$840.....	189. 00	54. 00	243. 00
Wesley S. Porter, of Mississippi, watchman, 8 months 20 days at \$840.....	606. 67	173. 33	780. 00
Nora M. Gardner, of District of Columbia, telephone operator, 7 months 16 days at \$840.....	527. 33	150. 67	678. 00
Elizabeth A. Sjöberg, of District of Columbia, under clerk, 26 days at \$840.....	60. 67	17. 33	78. 00
William T. Conray, of District of Columbia, watchman, 8 months 20 days at \$840.....	606. 67	173. 33	780. 00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
Edward J. Stummetts, of Virginia, guard, 3 months 8 days at \$840.....	\$228.67	\$65.33	\$294.00
Walter L. Rountree, of District of Columbia, watchman, 9 months at \$840.....	636.00	180.00	810.00
William H. Terry, of Maryland, watchman, 1 year at \$840...	840.00	240.00	1,080.00
Daniel W. Moore, of Alabama, watchman, 1 year at \$840...	840.00	240.00	1,080.00
Elizabeth H. Hays, of Tennessee, under clerk, 14 days at \$840...	32.67	9.33	42.00
Ethel M. Bogue, of Connecticut, under clerk, 4 months 15 days at \$840.....	315.00	90.00	405.00
Ellen C. Brown, of District of Columbia, under clerk, 3 months 28 days at \$840.....	275.33	78.67	354.00
Bessie D. Chilton, of Virginia, temporary under clerk, 5 months 19 days at \$840.....	394.33	112.67	507.00
Addison W. Chapman, of District of Columbia, unskilled laborer, 1 year at \$840.....	840.00	240.00	1,080.00
James A. Dove, of District of Columbia, unskilled laborer, 1 year at \$840.....	840.00	240.00	1,080.00
Paul H. Sheehy, of District of Columbia, messenger boy, 1 year at \$720.....	720.00	240.00	960.00
Ernest S. Gross, of District of Columbia, messenger, 3 months at \$720.....	180.00	60.00	240.00
John E. F. Frazier, of District of Columbia, unskilled laborer, 1 year at \$720.....	720.00	240.00	960.00
James H. Goins, of District of Columbia, unskilled laborer, 1 year at \$720.....	720.00	240.00	960.00
William Gordon, of District of Columbia, unskilled laborer, 1 year at \$720.....	720.00	240.00	960.00
William E. Hayes, of Pennsylvania, unskilled laborer, 1 year at \$720.....	720.00	240.00	960.00
Henry F. Humphrey, of Virginia, unskilled laborer, 11 months 13 days at \$720.....	686.00	228.67	914.67
Robert L. Jackson, of District of Columbia, unskilled laborer, 1 year at \$720.....	720.00	240.00	960.00
Humphrey Payne, of District of Columbia, unskilled laborer, 1 year at \$720.....	720.00	240.00	960.00
Samuel Reynolds, of Virginia, unskilled laborer, 1 year at \$720.....	720.00	240.00	960.00
George Robinson, of Virginia, unskilled laborer, 1 year at \$720.....	720.00	240.00	960.00
Robert H. Sneed, of District of Columbia, unskilled laborer, 1 year at \$720.....	720.00	240.00	960.00
M. Magruder Wilson, of District of Columbia, unskilled laborer, 1 year at \$720.....	720.00	240.00	960.00
Nellie M. Daily, of District of Columbia, fore charwoman, 1 year at \$720.....	720.00	240.00	960.00
Jesse J. James, of District of Columbia, temporary elevator conductor, 1 month 6 days at \$720.....	72.00	24.00	96.00
Albert L. Brown, of District of Columbia, elevator conductor, 7 months 20 days at \$720.....	450.00	153.33	603.33
Arthur Washington, of Virginia, elevator conductor, 1 year at \$720.....	720.00	240.00	960.00
Louis J. Syphax, of District of Columbia, elevator conductor, 1 year at \$720.....	720.00	240.00	960.00
William F. Spriggs, of District of Columbia, elevator conductor, 1 year at \$720.....	720.00	240.00	960.00
Charles E. Williams, of North Carolina, elevator conductor, 11 months 3 days at \$720.....	666.00	222.00	888.00
James Devine, of District of Columbia, elevator conductor, 1 year at \$720.....	720.00	240.00	960.00
William Beckley, of Virginia, unskilled laborer, 1 year at \$720.....	720.00	240.00	960.00
John E. Moore, of District of Columbia, unskilled laborer, 1 year at \$720.....	720.00	240.00	960.00
Thomas Pritchett, of District of Columbia, unskilled laborer, 1 year at \$720.....	720.00	240.00	960.00
Amos W. Tyler, of Virginia, unskilled laborer, 1 year at \$720.....	720.00	240.00	960.00
George Martin, of District of Columbia, unskilled laborer, 1 year at \$720.....	720.00	240.00	960.00
Thomas M. Cook, of District of Columbia, guard, 3 months 8 days at \$720.....	196.00	65.33	261.33
Richard M. Madison, of District of Columbia, unskilled laborer, 1 year at \$720.....	720.00	240.00	960.00
Edward Burns, of District of Columbia, messenger boy, 6 months at \$420, 2 months 15 days at \$480, 3 months 15 days at \$720.....	520.00	240.00	760.00
Alfred T. Vaughn, of District of Columbia, messenger boy, 1 month 15 days at \$480, 10 months 15 days at \$660.....	637.50	240.00	877.50
Warren T. Ayres, of District of Columbia, messenger boy, 8 months at \$480, 4 months at \$660.....	540.00	240.00	780.00

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Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
Harry Yaffy, of District of Columbia, messenger boy, 8 months at \$480, 4 months at \$660.....	\$540.00	\$240.00	\$780.00
J. Leroy Smith, of District of Columbia, messenger boy, 1 year at \$660.....	660.00	240.00	900.00
Harry Deale, of District of Columbia, messenger boy, 1 year at \$660.....	660.00	240.00	900.00
Wirt McKnew, of District of Columbia, messenger boy, 4 months 15 days at \$660.....	247.50	90.00	337.50
John R. Massey, of District of Columbia, unskilled laborer, 1 year at \$660.....	660.00	240.00	900.00
Alwin F. Buehler, of Maryland, messenger boy, 15 days at \$660.....	27.50	10.00	37.50
F. H. Riley, of District of Columbia, messenger boy, 1 year at \$660.....	660.00	240.00	900.00
Marshall M. Jones, of District of Columbia, messenger boy, 1 year at \$660.....	660.00	240.00	900.00
Joseph F. Miller, of District of Columbia, messenger boy, 1 year at \$660.....	660.00	240.00	900.00
Fred W. Cole, jr., of District of Columbia, messenger boy, 1 year at \$660.....	660.00	240.00	900.00
Harvey E. Turner, of Virginia, messenger boy, 1 year at \$660.....	660.00	240.00	900.00
La Verne Jackson, of District of Columbia, messenger boy, 6 months at \$480, 6 months at \$660.....	540.00	240.00	780.00
William G. Stark, of District of Columbia, messenger boy, 7 months at \$480, 5 months at \$300.....	530.00	240.00	770.00
Milton Wise, of District of Columbia, messenger boy, 7 months at \$480, 5 months at \$600.....	530.00	240.00	770.00
John J. Callahan, of District of Columbia, messenger boy, 6 months at \$480, 5 months 15 days at \$600.....	515.00	230.00	745.00
Ogden H. Donellan, of District of Columbia, underclerk, 4 months 15 days at \$600.....	225.00	90.00	315.00
W. Clifford Strobel, of District of Columbia, messenger boy, 1 year at \$600.....	600.00	240.00	840.00
Vincent Mullen, of Maryland, messenger boy, 1 year at \$600.....	600.00	240.00	840.00
Roy Busey, of District of Columbia, messenger boy, 1 year at \$600.....	600.00	240.00	840.00
Walter R. Skinner, of District of Columbia, messenger boy, 2 months 15 days at \$420, 1 month 20 days at \$480.....	154.17	83.33	237.50
Ernest W. Ball, of District of Columbia, temporary messenger boy, 3 months at \$420; messenger boy, 5 months at \$420, 4 months at \$480.....	440.00	240.00	680.00
Francis E. Hogan, of District of Columbia, messenger boy, 4 months 17 days at \$420, 4 months at \$480.....	319.83	171.33	491.16
John McCarthy, of District of Columbia, messenger boy, 3 months 10 days at \$420, 6 months at \$480.....	356.67	186.67	543.34
R. Hayes, of District of Columbia, messenger boy, 6 months 9 days at \$420, 3 months at \$480.....	340.50	186.00	526.50
Paul C. Coder, of District of Columbia, messenger boy, 8 months 8 days at \$420, 3 months at \$480.....	409.33	225.33	634.66
Delmar Domdera, of District of Columbia, messenger boy, 6 months 9 days at \$420, 3 months at \$480.....	340.50	186.00	526.50
Albert B. Ware, of District of Columbia, messenger boy, 1 year at \$480.....	480.00	240.00	720.00
Ida E. Smith, of District of Columbia, matron charwoman, 1 year at \$480.....	480.00	240.00	720.00
John A. Cumberland, of District of Columbia, messenger boy, 1 year at \$480.....	480.00	240.00	720.00
Lewis H. Dunnington, of District of Columbia, messenger boy, 2 months 3 days at \$480.....	84.00	42.00	126.00
Lemoine Hill, of District of Columbia, messenger boy, 1 month 28 days at \$480.....	77.34	38.66	116.00
W. K. Rollison, of District of Columbia, messenger boy, 10 months 10½ days at \$480.....	414.47	206.33	620.80
Merten Omohundro, of District of Columbia, messenger boy, 11 months 21 days at \$480.....	468.00	234.00	702.00
John H. Muzzy, of District of Columbia, messenger boy, 1 year at \$480.....	480.00	240.00	720.00
Charles E. Manning, of District of Columbia, messenger boy, 11 months 28 days at \$480.....	477.33	238.67	716.00
Robert A. McDonald, of District of Columbia, messenger boy, 1 year at \$480.....	480.00	240.00	720.00
Rudolph Hower, of District of Columbia, messenger boy, 14 days at \$480.....	18.67	9.33	28.00
Albert E. Gorham, of Virginia, messenger boy, 11 months 29 days at \$480.....	478.67	239.33	718.00
Arthur Gusack, of District of Columbia, messenger boy, 1 year at \$480.....	480.00	240.00	720.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
Richard F. Feary, of New York, messenger boy, 1 year at \$480.....	\$480.00	\$240.00	\$720.00
George Briscoe, of District of Columbia, messenger boy, 11 months 29½ days at \$480.....	479.81	239.90	719.71
Wm. Donaldson, of District of Columbia, messenger boy, 1 year at \$480.....	480.00	240.00	720.00
Walter W. Baker, of District of Columbia, messenger boy, 3 months 10 days at \$480.....	133.33	66.67	200.00
Leonard J. Arnold, of District of Columbia, messenger boy, 1 year at \$480.....	480.00	240.00	720.00
Andrew M. Gardiner, of District of Columbia, messenger boy, 1 year at \$480.....	480.00	240.00	720.00
Otis McCauley, of Maryland, messenger boy, 11 months 27¾ days at \$480.....	476.87	233.40	710.27
Edward K. Uhler, of Virginia, messenger boy, 1 year at \$480.....	480.00	240.00	720.00
Todd O. Thoman, of District of Columbia, messenger boy, 1 year at \$480.....	480.00	240.00	720.00
Eugene Schellberg, of District of Columbia, messenger boy, 8 months 11 days at \$480.....	334.67	167.33	502.00
Waverly Warner, of District of Columbia, messenger boy, 9 months 3 days at \$420.....	318.50	182.00	500.50
Gerald B. Wigginton, of District of Columbia, messenger boy, 7 months 16 days at \$420.....	263.67	150.67	414.34
Eugene Darne, jr., of District of Columbia, messenger boy, 2 months 9 days at \$420.....	80.50	46.00	126.50
William Day, of District of Columbia, temporary messenger boy, 7½ days at \$420.....	8.76	5.00	13.76
John McWilliams, of Maryland, messenger boy, 5 months 22 days at \$420.....	200.67	114.67	315.34
Raymond W. Cox, of District of Columbia, temporary messenger boy, 1 month 28 days at \$420.....	67.66	38.66	106.32
J. W. McVicker, of West Virginia, messenger boy, 4 months 21 days at \$420.....	164.50	94.00	258.50
Thomas P. Niland, of District of Columbia, messenger boy, 11 months 9 days at \$420.....	395.50	226.00	621.50
James T. Breast, of District of Columbia, messenger boy, 1 month 10 days at \$420.....	46.66	26.66	73.32
Clarence N. Beach, of District of Columbia, messenger boy, 2 months 6 days at \$420.....	77.00	44.00	121.00
W. Elliott Button, of District of Columbia, messenger boy, 8 months 23 days at \$420.....	306.83	175.33	482.16
Lawrence L. Fowler, of District of Columbia, messenger boy, 7 months 3 days at \$420.....	248.50	142.00	390.50
Carl E. Goetzing, of District of Columbia, messenger boy, 14 days at \$420.....	16.33	9.33	25.66
David B. King, of Virginia, messenger boy, 2 months 2 days at \$420.....	72.33	41.33	113.66
R. Ila Kelso, of District of Columbia, temporary messenger boy, 2 months 15 days at \$420; messenger boy, 9 months 14 days at \$420.....	418.83	239.33	658.16
Walter P. McFarland, of Maryland, temporary messenger boy, 2 months at \$420.....	70.00	40.00	110.00
C. Wesley Mahoney, of District of Columbia, temporary messenger boy, 1 month 6 days at \$420.....	42.00	24.00	66.00
Raymond M. Sorrels, of District of Columbia, messenger boy, 5 months 17 days at \$420.....	194.84	111.33	306.17
L. E. Steele, of District of Columbia, messenger boy, 8 days at \$420.....	9.33	5.33	14.66
Gordon H. Scott, of District of Columbia, messenger boy, 9 months 9 days at \$420.....	325.50	186.00	511.50
Davis J. Bell, of District of Columbia, messenger boy, 8 months 27 days at \$420.....	311.50	178.00	489.50
Charles F. Schaib, of District of Columbia, messenger boy, 9 months 14 days at \$420.....	331.38	189.33	520.66
James W. Santmyer, of District of Columbia, messenger boy, 9 months 24 days at \$420.....	343.00	196.00	539.00
Archie Couper, of District of Columbia, messenger boy, 3 months 15 days at \$420.....	122.50	70.00	192.50
Carl Philipps, of District of Columbia, messenger boy, 1 month 20½ days at \$420.....	59.16	33.81	92.97
Joseph R. Amato, of District of Columbia, messenger boy, 10 months at \$420.....	350.00	200.00	550.00
Aubrey M. Claggett, of Maryland, temporary messenger boy, 2 months at \$420.....	70.00	40.00	110.00
W. Selwyn Bahlman, of District of Columbia, messenger boy, 1 month 26 days at \$420.....	65.33	37.33	102.66

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
GENERAL—continued.			
Bernard F. Shields, of District of Columbia, messenger boy, 19 days at \$420.....	\$22.17	\$12.67	\$34.84
Owen W. Selby, of District of Columbia, messenger boy, 7 months 9 days at \$420.....	255.50	146.00	401.50
Harry Meyers, of District of Columbia, messenger boy, 2 months 2 days at \$420.....	72.33	41.33	113.66
J. Fred Madison, of District of Columbia, messenger boy, 6 days at \$420.....	7.00	4.00	11.00
George B. Garrett, jr., of District of Columbia, messenger boy, 1 month 17 days at \$420.....	54.83	31.33	86.16
Charles Zirkle, of District of Columbia, temporary messenger boy, 1 month at \$420.....	35.00	20.00	55.00
Morris B. Timmons, of District of Columbia, temporary messenger boy, 2 months at \$420.....	70.00	40.00	110.00
William Tappan, of District of Columbia, temporary messenger boy, 1 month 15 days at \$420.....	52.50	30.00	82.50
Ashton Youell, of District of Columbia, 8 days at \$420.....	9.33	5.33	14.66
John D. Larcombe, of District of Columbia, messenger boy, 10 months 15 days at \$420.....	367.50	210.00	577.50
Arthur J. Mason, of District of Columbia, messenger boy, 10 months at \$420.....	350.00	200.00	550.00
Hildreth C. Rice, of District of Columbia, messenger boy, 4 months 22 days at \$420.....	165.67	94.67	260.34
N. E. Birch, of District of Columbia, messenger boy, 2 months 27 days at \$420.....	101.50	58.00	159.50
Bernard Watt, of District of Columbia, messenger boy, 1 year at \$420.....	420.00	240.00	660.00
Raymond L. Trego, of District of Columbia, messenger boy, 24 days at \$420.....	28.00	16.00	44.00
Mary L. Gross, of District of Columbia, unskilled laborer, 1 year at \$240.....	240.00	144.00	384.00
Sarah Gilbert, of District of Columbia, unskilled laborer, 9 months at \$240.....	180.00	108.00	288.00
Nettie E. Dyson, of District of Columbia, unskilled laborer, 9 months at \$240.....	180.00	108.00	288.00
Ruth Delyon, of District of Columbia, unskilled laborer, 1 year at \$240.....	240.00	144.00	384.00
Florence A. Campbell, of District of Columbia, unskilled laborer, 7 months 14 days at \$240.....	149.33	89.60	238.93
Bessie Diggs, of District of Columbia, unskilled laborer, 1 year, at \$240.....	240.00	144.00	384.00
Anita E. Chase, of District of Columbia, unskilled laborer, 1 year at \$240.....	240.00	144.00	384.00
Dinah Belford, of Virginia, unskilled laborer, 1 year at \$240.....	240.00	144.00	384.00
Alice Hale, of District of Columbia, unskilled laborer, 1 year at \$240.....	240.00	144.00	384.00
Blanche Glover, of District of Columbia, unskilled laborer, 1 year at \$240.....	240.00	144.00	384.00
Ethel Lyles, of District of Columbia, unskilled laborer, 9 months at \$240.....	180.00	108.00	288.00
Mary Hutchinson, of District of Columbia, unskilled laborer, 1 month 27 days at \$240.....	38.00	22.80	60.80
Christine Derrieks, of District of Columbia, unskilled laborer, 2 months 23 days at \$240.....	55.33	33.20	88.53
Mary M. Talford, of District of Columbia, unskilled laborer, 2 months 6 days at \$240.....	44.00	26.40	70.40
Cornelia Hicks, of District of Columbia, unskilled laborer, 1 month at \$240.....	20.00	12.00	32.00
Mamie E. Monroe, of District of Columbia, unskilled laborer, 10 months at \$240.....	200.00	120.00	320.00
Mary Peterson, of District of Columbia, unskilled laborer, 6 months 14 days at \$240.....	129.33	77.60	206.93
Florence K. Onley, of District of Columbia, unskilled laborer, 1 month 28 days at \$240.....	38.67	23.20	61.87
Mamie G. Hassell, of District of Columbia, unskilled laborer, 11 months 6 days at \$240.....	224.00	134.40	358.40
Sarah C. Moore, of District of Columbia, unskilled laborer, 11 months 4 days at \$240.....	222.67	133.60	356.27
Charlotte L. Jackson, of District of Columbia, unskilled laborer, 1 year at \$240.....	240.00	144.00	384.00
Fannie E. Moore, of District of Columbia, unskilled laborer, 9 months at \$240.....	180.00	108.00	288.00
Elizabeth Marks, of District of Columbia, unskilled laborer, 29 days at \$240.....	19.33	11.60	30.93
Eliza Lindsey, of District of Columbia, unskilled laborer, 1 year at \$240.....	240.00	144.00	384.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
GENERAL—continued.			
Mary McCowan, of District of Columbia, unskilled laborer, 1 year at \$240.....	\$240.00	\$144.00	\$384.00
Sarah Jason, of District of Columbia, unskilled laborer, 1 year at \$240.....	240.00	144.00	384.00
Maggie V. Jackson, of District of Columbia, unskilled laborer, 1 year at \$240.....	240.00	144.00	384.00
Blanche Boston, of District of Columbia, unskilled laborer, 5 days at \$240.....	3.33	2.00	5.33
Bessie Williams, of District of Columbia, unskilled laborer 2 months 10 days at \$240.....	46.67	28.00	74.67
Mary A. Thomas, of District of Columbia, unskilled laborer, 9 months 22 days at \$240.....	194.67	116.80	311.47
Essie L. Terrell, of District of Columbia, unskilled laborer, 1 year at \$240.....	240.00	144.00	384.00
Elizabeth H. Reed, of District of Columbia, unskilled laborer, 1 year at \$240.....	240.00	144.00	384.00
Margaret E. Queen, of District of Columbia, unskilled laborer, 1 year at \$240.....	240.00	144.00	384.00
Katie Pinkney, of District of Columbia, unskilled laborer, 1 year at \$240.....	240.00	144.00	384.00
Total compensation to employees.....	1,768,438.13	171,517.61	1,939,955.14
Special services:			
William Z. Ripley, 2 months 9½ days at \$50 per day.....	\$3,462.50		
W. J. Cunningham, 9 days at \$50 per day.....	450.00		
Henry Clay Hall, 16 days at \$1,000 per month.....	533.33		
Clyde B. Aitchison, 16 days at \$1,000 per month.....	533.33		
Walker D. Hines special counsel in connection with the case of the Akron, Canton & Youngstown Ry. Co.....	10,000.00		
	14,979.16		
Stenography and typewriting:			
2,831 pages, at 60 cents per page.....	\$1,698.60		
165,353 pages, at 59 cents per page.....	97,558.27		
58,756 pages, at 15 cents per page.....	8,813.40		
31 pages, at 12½ cents per page.....	3.57		
438 pages, at 10 cents per page.....	43.80		
206 pages, at 5 cents per page.....	10.30		
	108,128.24		
Rent of offices in the District of Columbia.....	75,878.04		
Books and periodicals.....	2,408.77		
Special office furniture.....	12.60		
Printing.....			
Traveling expenses¹.....	66,289.52		
Incidental expenses².....	73,825.97		
Total, all other authorized expenditures.....	2,109,459.83		
ACCOUNTS.			
Alexander Wylie, of Illinois, director of accounts, 1 year at \$7,500.....	7,500.00		7,500.00
Will H. Carleton, of Minnesota, assistant director of accounts, 1 year at \$6,000.....	6,000.00		6,000.00
Francis H. McAdams, of New York, assistant director of accounts, 1 year at \$6,000.....	6,000.00		6,000.00
Wilford H. Swinney, of Texas, assistant director of accounts, 1 year at \$6,000.....	6,000.00		6,000.00
Frank S. Fowler, of Pennsylvania, chief of depreciation, 1 year at \$6,000.....	6,000.00		6,000.00
Hugh P. Wetherbee, of Nebraska, examiner, 1 year at \$5,000.....	5,000.00		5,000.00
Paul H. Lawrence, of Ohio, examiner, 1 year at \$5,000.....	5,000.00		5,000.00
Andrew M. Buntin, of Kansas, examiner, 1 year at \$5,000.....	5,000.00		5,000.00
William R. Frederick, of Oklahoma, examiner, 1 year at \$5,000.....	5,000.00		5,000.00
Arthur N. Bean, of Illinois, examiner, 1 year at \$5,000.....	5,000.00		5,000.00
Herbert L. Wick, of Illinois, examiner, 1 year at \$5,000.....	5,000.00		5,000.00
John B. Bain, of Virginia, examiner, 1 year at \$5,000.....	5,000.00		5,000.00
James H. Conroy, of Illinois, examiner, 1 year at \$5,000.....	5,000.00		5,000.00
Edward D. Myers, of New Jersey, examiner, 1 year at \$4,500.....	4,500.00		4,500.00
Bertram Reeder, of Maryland, examiner, 1 year at \$4,500.....	4,500.00		4,500.00
Albert K. Goebel, of Louisiana, examiner, 1 year at \$4,500.....	4,500.00		4,500.00
Walter H. Judge, of Texas, examiner, 1 year at \$4,500.....	4,500.00		4,500.00

¹ Includes transportation, per diem, and actual subsistence.

² Includes services other than personal, communications, stationery and supplies, furniture and equipment.

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Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
ACCOUNTS—continued.			
Hunter P. Dykes, of Alabama, examiner, 1 year at \$4,500.....	\$4,500.00	.....	\$4,500.00
W. C. Sanford, of Michigan, examiner, 1 year at \$3,900.....	3,900.00	.....	3,900.00
Floyd Soule, of Virginia, examiner, 1 year at \$3,900.....	3,900.00	.....	3,900.00
A. H. Shields, jr., of Texas, examiner, 1 year at \$3,900.....	3,900.00	.....	3,900.00
William S. Gaeng, of District of Columbia, examiner, 1 year at \$3,900.....	3,900.00	.....	3,900.00
Charles McClearn, of Illinois, examiner, 1 year at \$3,900.....	3,900.00	.....	3,900.00
Herman O. Floren, of Minnesota, examiner, 7 months 15 days at \$3,600, 4 months 15 days at \$3,900.....	3,712.50	.....	3,712.50
William Gardner, of California, examiner, 7 months 15 days at \$3,600, 4 months 15 days at \$3,900.....	3,712.50	.....	3,712.50
William C. Dorsey, of Illinois, examiner 3 months at \$3,900.....	975.00	.....	975.00
Edmond E. Bruce, of Missouri, examiner, 1 year at \$3,600.....	3,600.00	.....	3,600.00
Charles N. Caldwell, of Ohio, examiner, 1 year at \$3,600.....	3,600.00	.....	3,600.00
Warren B. O. Stevenson, of Texas, examiner, 1 year at \$3,600.....	3,600.00	.....	3,600.00
Carl M. Rice, of Illinois, examiner, 1 year at \$3,600.....	3,600.00	.....	3,600.00
William A. Conroyd, of Illinois, examiner, 1 year at \$3,600.....	3,600.00	.....	3,600.00
H. W. Germann, of Louisiana, examiner, 1 year at \$3,600.....	3,600.00	.....	3,600.00
W. H. Carnes, of Texas, examiner, 1 year at \$3,600.....	3,600.00	.....	3,600.00
Ward M. Walhay, of Illinois, examiner, 11 months 21 ¹ / ₂ days at \$3,600.....	3,513.21	.....	3,513.21
William B. Wilbur, of Pennsylvania, examiner, 1 year at \$3,600.....	3,600.00	.....	3,600.00
Jesse S. Ernest, of Oklahoma, examiner, 7 months 15 days at \$3,300, 4 months 15 days at \$3,600.....	3,412.50	.....	3,412.50
Claude M. McLaughlin, of District of Columbia, examiner, 7 months 15 days at \$3,300, 4 months 15 days at \$3,600.....	3,412.50	.....	3,412.50
James O'Riley, of Missouri, examiner, 7 months 15 days at \$3,300, 4 months 15 days at \$3,600.....	3,412.50	.....	3,412.50
Travis A. Sowell, of Louisiana, examiner, 1 year at \$3,300.....	3,300.00	.....	3,300.00
M. J. Babb, of Tennessee, examiner, 1 year at \$3,300.....	3,300.00	.....	3,300.00
John G. Jones, of Texas, examiner, 1 year at \$3,300.....	3,300.00	.....	3,300.00
John F. Haynes, of Illinois, examiner, 1 year at \$3,300.....	3,300.00	.....	3,300.00
Bert H. Wise, of Iowa, examiner, 1 year at \$3,300.....	3,300.00	.....	3,300.00
Louis H. Reinke, of Illinois, examiner, 7 months 15 days at \$3,000, 4 months 15 days at \$3,300.....	3,112.50	.....	3,112.50
W. S. Hall, of Utah, examiner, 7 months 15 days at \$3,000, 4 months 15 days at \$3,300.....	3,112.50	.....	3,112.50
William J. Sweeney, of Virginia, examiner, 7 months 15 days at \$3,000, 4 months 15 days at \$3,300.....	3,112.50	.....	3,112.50
F. E. DuBois, of Alabama, examiner, 7 months 15 days at \$3,000, 4 months 15 days at \$3,300.....	3,112.50	.....	3,112.50
W. H. Boylan, of District of Columbia, examiner, 7 months 15 days at \$3,000, 4 months 15 days at \$3,300.....	3,112.50	.....	3,112.50
Louis N. Lavin, of Illinois, examiner, 4 days at \$3,300.....	36.67	.....	36.67
Thomas P. Larkin, of Pennsylvania, examiner, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Carroll J. Walton, of California, examiner, 1 year at \$3,000.....	3,000.00	.....	3,000.00
John R. Hale, of Illinois, examiner, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Charles A. Elsassner, of New Jersey, examiner, 1 year at \$3,000.....	3,000.00	.....	3,000.00
William J. Abbey, of Ohio, examiner, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Maurice J. McCarthy, of New York, examiner, 1 year at \$3,000.....	3,000.00	.....	3,000.00
G. D. Milholm, of New Jersey, examiner, 1 year at \$3,000.....	3,000.00	.....	3,000.00
James W. Dorsey, of District of Columbia, examiner, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Chas. B. Fraser, of Texas, examiner, 1 year at \$3,000.....	3,000.00	.....	3,000.00
P. G. De Vaughn, of Missouri, examiner, 1 year at \$3,000.....	3,000.00	.....	3,000.00
B. F. Williamson, of California, examiner, 1 year at \$3,000.....	3,000.00	.....	3,000.00
Alexander J. Shields, of New York, examiner, 1 month 15 days at \$3,600, 10 months 15 days at \$3,000.....	3,075.00	.....	3,075.00
Robert Hermany, of Texas, examiner, 7 months 15 days at \$2,700, 4 months 15 days at \$3,000.....	2,812.50	\$25.00	2,837.50
Amos E. Colman, of Illinois, examiner, 7 months 15 days at \$2,700, 4 months 15 days at \$3,000.....	2,812.50	25.00	2,837.50
Lewis K. C. Glover, of Alabama, examiner, 9 months 13 days at \$2,700.....	2,122.50	31.44	2,153.94
Charles V. Conover, of Michigan, examiner, 1 year at \$2,700.....	2,700.00	40.00	2,740.00
Gilbert I. Jackson, of New York, examiner, 1 year at \$2,700.....	2,700.00	40.00	2,740.00
Edward D. Edgerton, of Illinois, examiner, 1 year at \$2,700.....	2,700.00	40.00	2,740.00
Eugene E. Evans, of Kentucky, examiner, 1 year at \$2,700.....	2,700.00	40.00	2,740.00
M. F. Freeman, of Texas, examiner, 1 year at \$2,700.....	2,700.00	40.00	2,740.00
Harold M. Northcott, of Texas, examiner, 1 year at \$2,700.....	2,700.00	40.00	2,740.00
Paul G. Blecke, of Illinois, examiner, 1 year at \$2,700.....	2,700.00	40.00	2,740.00
A. F. Brevillier, of Pennsylvania, examiner, 1 year at \$2,700.....	2,700.00	40.00	2,740.00
Argyle Womack, of Missouri, examiner, 7 months 15 days at \$2,400, 4 months 15 days at \$2,700.....	2,512.50	165.00	2,677.50
Richard J. Chenery, of Oregon, examiner, 7 months 15 days at \$2,520, 4 months 15 days at \$2,700.....	2,587.50	152.50	2,740.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
ACCOUNTS—continued.			
R. J. Breckinridge, of Missouri, examiner, 7 months 15 days at \$2,520, 4 months 15 days at \$2,700.....	\$2,587.50	\$152.50	\$2,740.00
Lloyd E. Stokes, of California, examiner, 7 months 15 days at \$2,520, 4 months 15 days at \$2,700.....	2,587.50	152.50	2,740.00
Clarence C. Waters, of Illinois, examiner, 1 year at \$2,520.....	2,520.00	220.00	2,740.00
Harry A. Booth, of Missouri, examiner, 1 year at \$2,520.....	2,520.00	220.00	2,740.00
George W. Vale, of Kansas, examiner, 1 year at \$2,520.....	2,520.00	220.00	2,740.00
H. V. Rippon, of California, examiner, 1 year at \$2,520.....	2,520.00	220.00	2,740.00
Martin E. Padden, jr., of Illinois, examiner, 1 year at \$2,520.....	2,520.00	220.00	2,740.00
Edward R. Keefe, of New Jersey, examiner, 1 year at \$2,520.....	2,520.00	220.00	2,740.00
J. A. Jones, of Texas, examiner, 1 year at \$2,520.....	2,520.00	220.00	2,740.00
Wm. McLeod, of North Carolina, examiner, 1 year at \$2,520.....	2,520.00	220.00	2,740.00
Victor C. Heidrich, of New York, examiner, 5 months at \$2,220, 7 months at \$2,520.....	2,395.00	228.33	2,623.33
Samuel A. Bracken, of Illinois, examiner, 5 months at \$2,520.....	1,050.00	91.70	1,141.70
H. C. Johnson, of New York, examiner, 7 months 15 days at \$2,400, 4 months 15 days at \$2,520.....	2,445.00	232.50	2,677.50
Allan G. Armstrong, of Virginia, examiner, 7 months 15 days at \$2,520, 3 months 15 days at \$2,700.....	2,362.50	149.02	2,511.52
J. L. Dunlap, of West Virginia, examiner, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
Thomas Lovejoy, of Ohio, examiner, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
William E. Sidell, of New Jersey, examiner, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
James H. McNeill, of Texas, examiner, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
Frank T. Detlor, of Missouri, examiner, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
Minto H. Mills, of Illinois, examiner, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
Herbert H. Ginz, of Illinois, examiner, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
Frank J. Moran, of Massachusetts, examiner, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
Lewis F. Ormond, of Texas, examiner, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
William W. Buck, of Connecticut, examiner, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
John J. Foss, of Illinois, examiner, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
Edwin K. Owen, of Illinois, examiner, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
Rolla Brown, of Missouri, examiner, 7 months 15 days at \$2,220, 4 months 15 days at \$2,400.....	2,287.50	240.00	2,527.50
Murray J. Crandall, of Illinois, examiner, 7 months 15 days at \$2,220, 4 months 15 days at \$2,400.....	2,287.50	240.00	2,527.50
N. T. Gilroy, of California, examiner, 5 months at \$2,400, 1 month at \$2,520.....	1,210.00	118.32	1,328.32
Myron H. Colman, of Illinois, accountant, 3 months 15 days at \$2,400.....	700.00	70.00	770.00
Howard W. Beckstrom, of Illinois, examiner, 1 year at \$2,220.....	2,220.00	240.00	2,460.00
Peter F. Remsen, of Illinois, examiner, 1 year at \$2,220.....	2,220.00	240.00	2,460.00
Chas. H. Stehli, of Maryland, examiner, 7 months 15 days at \$2,100, 4 months 15 days at \$2,220.....	2,145.00	240.00	2,385.00
Samuel J. Barclay, of New York, examiner, 7 months 15 days at \$2,100, 4 months 15 days at \$2,220.....	2,145.00	240.00	2,385.00
Charles F. Thomas, of Kentucky, examiner, 7 months 15 days at \$2,100, 4 months 15 days at \$2,220.....	2,145.00	240.00	2,385.00
Herbert G. Elfstrand, of Illinois, examiner, 7 months 15 days at \$2,100, 4 months 15 days at \$2,220.....	2,145.00	240.00	2,385.00
Norman Vought, of Pennsylvania, examiner, 10 months 15 days at \$2,100, 1 month 15 days at \$2,220.....	2,115.00	240.00	2,355.00
Frank S. Wilson, of Tennessee, examiner, 10 months 15 days at \$2,100, 1 month 15 days at \$2,220.....	2,115.00	240.00	2,355.00
Harry L. Warner, of Illinois, examiner, 1 month at \$2,220.....	185.00	20.05	205.05
Thomas J. Marrin, of Pennsylvania, examiner, 1 month 12 days at \$2,220.....	259.00	28.00	287.00
John A. Munson, of Illinois, examiner, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
William L. Houseman, of Kansas, examiner, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
John H. Lehmann, of District of Columbia, examiner, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
C. F. Tyrrell, of Connecticut, examiner, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Archibald G. Kenyon, of Pennsylvania, examiner, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Harry C. Frank, of Rhode Island, senior clerk, 5 months at \$1,860; examiner, 7 months at \$2,100.....	2,000.00	240.00	2,240.00
Charles C. Moore, of Texas, examiner, 7 months 15 days at \$1,980, 4 months 15 days at \$2,100.....	2,025.00	240.00	2,265.00
Archie H. Haferkamp, of Illinois, examiner, 2 months 14 days at \$2,100.....	431.67	49.33	481.00
Karl C. Jones, of California, clerk, 5 months at \$1,620; senior clerk, 5 months 15 days at \$1,860; examiner, 1 month 15 days at \$2,100.....	1,790.00	240.00	2,030.00
Frank E. Laddbush, of Massachusetts, senior clerk, 1 year at \$1,860.....	1,860.00	240.00	2,100.00
James F. McNeely, of Wisconsin, senior clerk, 1 year at \$1,860.....	1,860.00	240.00	2,100.00
Charles W. Bennett, of Pennsylvania, clerk, 5 months at \$1,740; senior clerk, 7 months at \$1,860.....	1,810.00	240.00	2,050.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
ACCOUNTS—continued.			
Harland Porter, of Illinois, clerk, 7 months 15 days at \$1,740; senior clerk, 4 months 15 days at \$1,860.....	\$1,785.00	\$240.00	\$2,025.00
Kenneth B. Wheatley, of District of Columbia, clerk, 5 months at \$1,620, 5 months 15 days at \$1,740; senior clerk, 1 month 15 days at \$1,860.....	1,705.00		1,945.00
Charles F. Maloy, of Pennsylvania, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Samuel Siegel, of New York, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Geo. E. Lander, of Minnesota, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
William L. Wooten, of Illinois, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Ethel V. Patterson, of Pennsylvania, clerk, 7 months 15 days at \$1,500, 4 months 15 days at \$1,740.....	1,590.00	240.00	1,830.00
Prosper M. Lorette, of New York, clerk, 10 months 15 days at \$1,500, 1 month 15 days at \$1,740.....	1,530.00	240.00	1,770.00
Omer H. Dix, of Kentucky, clerk, 5 months at \$1,500, 7 months at \$1,620.....	1,570.00	240.00	1,810.00
P. B. Gallagher, of Massachusetts, clerk, 5 months at \$1,500, 7 months at \$1,620.....	1,570.00	240.00	1,810.00
Richard R. Adams, of Illinois, clerk, 7 months 15 days at \$1,500, 4 months 15 days at \$1,620.....	1,545.00	240.00	1,785.00
Georgiana Moore, of Ohio, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Hugo M. Heublein, of Missouri, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Ella J. Sullivan, of Massachusetts, clerk, 6 months at \$1,500.....	750.00	120.00	870.00
Margaret C. Armstrong, of Ohio, clerk, 5 months 15 days at \$1,500.....	687.50	110.00	797.50
Elsie Bayne, of Virginia, junior clerk, 2 months 15 days at \$1,200; clerk, 4 months 15 days at \$1,500.....	812.50	140.00	952.50
Winfred M. Rock, of New York, junior clerk, 1 month 15 days at \$1,320; clerk, 4 months 15 days at \$1,500.....	727.50	120.00	847.50
D. J. Scruggs, of Tennessee, junior clerk, 7 months 13 days at \$1,320; clerk, 1 month 15 days at \$1,500.....	1,005.17	178.67	1,183.84
James C. Hatcher, of Alabama, junior clerk, 7 months 15 days at \$1,200, 3 months at \$1,320; clerk, 1 month 15 days at \$1,500.....	1,267.50	240.00	1,507.50
James R. Price, of Alabama, clerk, 3 months at \$1,500.....	375.00	60.00	435.00
Martin A. Murphy, of District of Columbia, junior clerk, 1 year at \$1,380.....	1,380.00	240.00	1,620.00
Marguerite Wilcox, of New York, junior clerk, 2 months at \$1,200, 4 months 15 days at \$1,380.....	717.50	130.00	847.50
Gertrude D. C. Neilson, of Wisconsin, junior clerk, 1 month 15 days at \$1,200, 4 months 15 days at \$1,380.....	667.50	120.00	787.50
H. R. Thielmeyer, of California, junior clerk, 5 months 15 days at \$1,320.....	605.00	110.00	715.00
Anna M. Seidenberg, of District of Columbia, junior clerk, 7 months 15 days at \$1,200, 4 months 15 days at \$1,320.....	1,245.00	240.00	1,485.00
E. A. Hohlt, of Minnesota, junior clerk, 10 months 15 days at \$1,200, 1 month 15 days at \$1,320.....	1,215.00	240.00	1,455.00
John O. Stancliff, of Texas, junior clerk 6 months at \$1,320.....	660.00	120.00	780.00
W. E. O'Donoghue, of District of Columbia, junior clerk, 1 month 17 days at \$1,320.....	172.33	31.33	203.66
Timothy M. Cremins, of Massachusetts, junior clerk, 4 months 15 days at \$1,200.....	450.00	90.00	540.00
Maurice E. Sands, of District of Columbia, junior clerk, 2 months 9 days at \$1,200.....	230.00	46.00	276.00
Edith M. Oriani, of District of Columbia, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
James A. Lonzie, of Michigan, junior clerk, 5 months 12 days at \$1,200.....	540.00	108.00	648.00
Herman L. O'Neal, of District of Columbia, messenger boy, 1 year at \$600.....	600.00	240.00	840.00
Ella Hines, of District of Columbia, unskilled laborer, 6 months 15 days at \$240.....	130.00	78.00	208.00
Mary F. Brooks, of District of Columbia, unskilled laborer, 4 months 19 days at \$240.....	92.67	55.60	148.27
Total compensation to employees.....	412,700.72	17,868.79	430,569.51
Stenography and typewriting: 1,130 pages at 10 cents per page.....	113.00		
Traveling expenses ¹	65,930.62		
Incidental expenses ²	19,685.82		
Total, all expenses, examination of accounts.....	498,430.16		

¹ Includes transportation and per diem subsistence.

² Includes services other than personal, communications, stationery, supplies, furniture, equipment, and rents outside of the District of Columbia.

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
SAFETY.			
Wilfred P. Borland, of Washington, chief of bureau, 1 year at \$5,000.....	\$5,000.00		\$5,000.00
W. J. Patterson, of Minnesota, assistant chief of bureau, 1 year at \$4,500.....	4,500.00		4,500.00
Shirley N. Mills, of Minnesota, assistant chief of bureau, 1 year at \$4,500.....	4,500.00		4,500.00
James E. Howard, of Massachusetts, engineer physicist, 1 year at \$4,500.....	4,500.00		4,500.00
Monroe C. List, of West Virginia, attorney, 1 year at \$4,000.....	4,000.00		4,000.00
Stacy H. Myers, of District of Columbia, attorney, 1 year at \$4,000.....	4,000.00		4,000.00
William H. Harland, of New York, senior railway signal engineer, 15 days at \$4,000.....	166.66		166.66
Roscoe F. Walter, of Kentucky, chief attorney, 6 months 11 days at \$4,000.....	2,122.20		2,122.20
John P. Kelly, of Massachusetts, senior mechanical engineer, 1 year at \$3,600.....	3,600.00		3,600.00
Henry D. Lyon, of New York, senior railway signal engineer, 1 year at \$3,600.....	3,600.00		3,600.00
Robert S. Gardner, of Ohio, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Frederick A. Howard, of Pennsylvania, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Daniel F. Johnson, of Ohio, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Porter J. Bailey, of Texas, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Allan H. Leonhart, of Pennsylvania, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Charles S. Roberts, of Pennsylvania, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Thomas J. Hicks, of New York, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Joseph P. MacArdle, of Massachusetts, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Walter F. Wagar, of Ohio, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Austin D. Hamilton, of Colorado, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
John R. Walker, of Wyoming, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Howard M. Burch, of Illinois, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Homer P. Hopson, of Connecticut, inspector, 6 months 16 days at \$3,000.....	1,633.33		1,633.33
Frank P. Engles, of Minnesota, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Sydney R. White, of Ohio, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
A. R. Layman, of Iowa, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Patrick McCauley, of Ohio, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Burt C. Craig, of New York, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Delbert Garman, of Michigan, inspector, 6 months 22 days at \$3,000.....	1,683.33		1,683.33
Frank S. Moody, of Texas, inspector, 7 months 2 days at \$3,000.....	1,766.66		1,766.66
William L. Barry, of Massachusetts, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Anthony M. Banks, of Pennsylvania, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Francis C. MacDonald, of Illinois, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Norris E. Wilson, of Montana, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Harry J. Levans, of Ohio, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Stephen W. Demint, of Louisiana, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Leonard P. Green, of Michigan, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Clyde Waldo, of Wisconsin, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Cleve H. Madison, of Montana, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
J. J. Mallaney, of Utah, inspector, 10 months 1 day at \$3,000.....	2,508.33		2,508.33
Frank J. Taylor, of Texas, inspector, 4 months 15 days at \$3,000.....	1,125.00		1,125.00
A. F. Duffy, of Pennsylvania, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
William E. Weeks, of Colorado, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Orris S. Reynolds, of Kentucky, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Joseph Bromley, of New York, inspector, 10 months 25 days at \$3,000.....	2,711.01		2,711.01
Oscar C. Cash, of Virginia, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Henry Kirch, of New Mexico, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
George B. Winter, of Utah, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Jas. A. Lawson, of Texas, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
James E. Jones, of Illinois, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
W. R. Wright, of Missouri, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
William Dk. Anderson, of Massachusetts, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Thomas F. Keegan, of Kansas, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Harry C. McAdams, of Missouri, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Walter S. Rice, of Kansas, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Howard H. Hoover, of Utah, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Matthew Grimes, of Michigan, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
James S. Hawley, of Massachusetts, inspector, 11 months 25 days at \$3,000.....	2,958.33		2,958.33
John L. Temple, of Iowa, inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Clarence J. Bailey, of Michigan, inspector, 1 year at \$3,000.....	3,000.00		3,000.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
SAFETY—continued.			
Howard C. Wright, of Pennsylvania, inspector, 1 year at \$3,000.	\$3,000.00	-----	\$3,000.00
James O. Tolbert, of Iowa, attorney, 1 year at \$3,000.	3,000.00	-----	3,000.00
Richard R. Cullinane, of Mississippi, inspector, 11 months 5 days at \$3,000.	2,791.67	-----	2,791.67
Percy W. Jones, of Illinois, engineer examiner, 15 days at \$3,000.	125.00	-----	125.00
Robert B. Johnson, of Virginia, engineer examiner, 15 days at \$3,000.	125.00	-----	125.00
G. V. Lovering, of Massachusetts, inspector, 1 year at \$2,400.	2,400.00	\$240.00	2,640.00
George Q. Houlehan, of Maine, senior clerk, 1 year at \$1,980.	1,980.00	240.00	2,220.00
Herman Felter, of Kentucky, law clerk, 1 year at \$1,980.	1,980.00	240.00	2,220.00
Anne H. Crawford, of North Carolina, chief clerk, 1 month 17 days at \$1,860.	242.83	31.33	274.16
Ernest J. Kendrick, of District of Columbia, clerk, 2 months at \$1,620, 10 months at \$1,740.	1,720.00	240.00	1,960.00
Harry W. Shinn, of New Jersey, clerk, 1 year at \$1,620.	1,620.00	240.00	1,860.00
Mildred J. Jordan, of Maine, clerk, 2 months at \$1,500, 7 months 5 days at \$1,620.	1,217.50	183.34	1,400.84
Hester E. Satterley, of Louisiana, clerk, 1 year at \$1,500.	1,500.00	240.00	1,740.00
Doris M. Gaskins, of District of Columbia, junior clerk, 3 months at \$1,320.	330.00	60.00	390.00
Jennie L. McKenzie, of Minnesota, junior clerk, 2 months at \$1,200, 10 months at \$1,320.	1,300.00	240.00	1,540.00
Ellen L. Richards, of District of Columbia, junior clerk, 1 year at \$1,320.	1,320.00	240.00	1,560.00
Bertha M. Wev, of Virginia, junior clerk, 1 year at \$1,320.	1,320.00	240.00	1,560.00
Mary M. Sullivan, of Massachusetts, junior clerk, 22 days at \$1,200.	73.33	14.67	88.00
Margaret A. Bates, of District of Columbia, junior clerk, 4 months at \$1,200.	400.00	80.00	480.00
Ophelia H. Allen, of Kentucky, junior clerk, 10 months at \$1,200.	1,000.00	200.00	1,200.00
Ora Emge, of Arkansas, junior clerk, 1 year at \$1,200.	1,200.00	240.00	1,440.00
Pauline E. Fuller, of New York, under clerk, 1 month 15 days at \$1,020; junior clerk, 6 months at \$1,200.	727.50	150.00	877.50
Simeon C. Capule, of District of Columbia, under clerk, 6 months at \$1,020, 4 months at \$1,080.	870.00	200.00	1,070.00
Ethel H. Forrest, of District of Columbia, under clerk, 6 months at \$900, 6 months at \$1,020.	960.00	240.00	1,200.00
Edna M. Bowling, of Maryland, under clerk, 15 days at \$1,080.	45.00	10.00	55.00
John H. Callahan, of District of Columbia, messenger boy, 15 days at \$480.	20.00	10.00	30.00
Rudolph Hower, of District of Columbia, messenger boy, 11 months 15 days at \$480.	460.00	230.00	690.00
W. Elliott Button, of District of Columbia, messenger boy, 15 days at \$420.	17.50	10.00	27.50
Annie M. Wall, of Maryland, unskilled laborer, 1 year at \$240.	240.00	144.00	384.00
Total compensation to employees.	211,300.18	3,963.34	215,263.52
Traveling expenses ¹ .	92,923.72		
Incidental expenses ² .	2,795.84		
Total, all expenses, bureau of safety.	306,479.74		
LOCOMOTIVE INSPECTION.			
Alonzo G. Pack, of Colorado, chief inspector, 1 year at \$5,000.	5,000.00	-----	5,000.00
John M. Hall, of District of Columbia, assistant chief inspector, 1 year at \$4,000.	4,000.00	-----	4,000.00
John A. Shirley, of Texas, assistant chief inspector, 1 year at \$4,000.	4,000.00	-----	4,000.00
John L. Rogers, of Tennessee, senior mechanical engineer, 1 year at \$3,600.	3,600.00	-----	3,600.00
Lewis E. Keil, of Texas, senior mechanical engineer, 1 year at \$3,000.	3,000.00	-----	3,000.00
William F. Holton, of Virginia, district inspector, 1 year at \$3,000.	3,000.00	-----	3,000.00
George W. Bennett, of New York, district inspector, 1 year at \$3,000.	3,000.00	-----	3,000.00
Allyn C. Breed, of Illinois, district inspector, 1 year at \$3,000.	3,000.00	-----	3,000.00
Edward G. Simms, of Illinois, district inspector, 1 year at \$3,000.	3,000.00	-----	3,000.00
G. Hayes Coleman, of Ohio, district inspector, 1 year at \$3,000.	3,000.00	-----	3,000.00
Elbridge L. Gibbs, of Texas, district inspector, 1 year at \$3,000.	3,000.00	-----	3,000.00
Frank C. Groom, of New York, district inspector, 1 year at \$3,000.	3,000.00	-----	3,000.00

¹ Includes transportation, per diem, and actual subsistence.

² Includes services other than personal, communications, supplies, furniture, and equipment.

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
LOCOMOTIVE INSPECTION—continued.			
Edward J. Reardon, of New York, district inspector, 1 year at \$3,000.....	\$3,000.00		\$3,000.00
John Welsh, of Nebraska, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Robert M. Williams, of North Carolina, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Clarence L. Wilson, of Texas, district inspector, 11 months 19 days at \$3,000.....	2,908.33		2,908.33
Albert E. Adams, of Florida, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
August P. Glueck, of Kansas, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
George H. Tolley, of Colorado, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Herbert Lewis, of New York, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Charles J. Klein, of New York, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
John Matheson, of Utah, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
James W. Weir, of Michigan, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
John F. Dixon, of Wisconsin, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Frank T. Siebert, of Pennsylvania, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
George R. Bennett, of Alabama, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
John A. Kimber, of Massachusetts, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
William A. McKeown, of New York, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Gustave A. Wetterlind, of Wisconsin, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Robert E. Higgins, of California, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
John B. Brown, of Oregon, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Albert G. Green, of Iowa, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Arthur D. Rogers, of Missouri, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Charles W. Chidester, of Colorado, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Jas. P. Collins, of Iowa, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Edward H. Davidson, of New Jersey, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Jack W. Holder, of Florida, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
John V. Harrison, of Kansas, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Percy A. Dunn, of Colorado, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Chas. H. Grossman, of Ohio, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
James E. Clare, of Pennsylvania, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Scott L. Andrews, of Tennessee, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
H. A. Hoffmeister, of Iowa, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
John H. Becker, of Ohio, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
James R. Vance, of Illinois, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Lewis L. Crawford, of Colorado, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Robert S. Booth, of North Carolina, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
William C. McCune, of Iowa, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Daniel H. Goodnow, of Illinois, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Harvey L. Detwiler, of Pennsylvania, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Geo. A. O'Connor, of Massachusetts, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Wayland A. Simmons, of Ohio, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
John L. Ernst, of Kansas, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
Oliver Hamister, of New York, district inspector, 1 year at \$3,000.....	3,000.00		3,000.00
George D. Showers, of Pennsylvania, district inspector, 1 month 10 days at \$3,000.....	333.33		333.33
Herman B. Thurston, of Pennsylvania, district inspector, 9 months at \$3,000.....	2,250.00		2,250.00
Robert S. Campbell, of North Carolina, senior clerk, 11 months at \$2,640.....	2,420.00	\$91.67	2,511.67
George M. Jackson, of Tennessee, junior mechanical engineer, 1 year at \$1,800.....	1,800.00	240.00	2,040.00
Levi Morgan, of West Virginia, senior clerk, 1 year at \$1,800.....	1,800.00	240.00	2,040.00
Harvey L. McFarland, of Missouri, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Roscoe M. Willhite, of Louisiana, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Cornelia Roper, of New York, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00

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Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
LOCOMOTIVE INSPECTION—continued.			
Laura M. Monroe, of West Virginia, clerk, 5 months at \$1,500.	\$625.00	\$100.00	\$725.00
Anna Wambaugh, of Pennsylvania, junior clerk, 1 year at \$1,320.	1,320.00	240.00	1,560.00
Rosemary Aldrich, of Illinois, junior clerk, 1 year at \$1,320.	1,320.00	240.00	1,560.00
M. Louise Seal, of Virginia, junior clerk, 1 year at \$1,320.	1,320.00	240.00	1,560.00
William A. Hughes, of New York, junior clerk, 1 year at \$1,320.	1,320.00	240.00	1,560.00
Annie B. Du Verger, of Kentucky, junior clerk, 1 year at \$1,320.	1,320.00	240.00	1,560.00
Bertha D. Luebker, of District of Columbia, junior clerk, 1 year at \$1,320.	1,320.00	240.00	1,560.00
Nina C. Myers, of Illinois, junior clerk, 1 year at \$1,200.	1,200.00	240.00	1,440.00
Teresa Sullivan, of Virginia, junior clerk, 1 year at \$1,200.	1,200.00	240.00	1,440.00
Kenneth Lyon, of Utah, junior clerk, 1 year at \$1,200.	1,200.00	240.00	1,440.00
Maurice E. Sands, of District of Columbia, junior clerk, 7 months at \$1,200.	700.00	140.00	840.00
Laurence A. Franzin, of Pennsylvania, under clerk, 10 months 15 days at \$1,020.	892.50	210.00	1,102.50
G. O. Basham, of Kentucky, under clerk, 1 month at \$1,020.	85.00	20.00	105.00
Arthur E. Knowles, of District of Columbia, under clerk, 1 year at \$900.	900.00	240.00	1,140.00
Carlton D. Albright, of Indiana, messenger boy, 1 year at \$600.	600.00	240.00	840.00
Carroll M. Flynn, of District of Columbia, messenger boy, 1 year at \$420.	420.00	240.00	660.00
Richard A. Walker, of District of Columbia, messenger boy, 9 months 15 days at \$420.	332.50	190.00	522.50
Hubert Gerken, of Virginia, messenger boy, 2 months 15 days at \$420.	87.50	50.00	137.50
Total compensation to employees.	196,014.16	4,881.67	200,895.83
Traveling expenses ¹ .	67,964.96		
Incidental expenses ² .	22,993.14		
Total, all expenses, locomotive inspection.	286,972.26		
VALUATION.			
General office.			
Charles A. Prouty, of Vermont, director of valuation, 8 days at \$10,000.	222.22		222.22
Charles F. Staples, of Minnesota, member advisory board, 7 months 15 days at \$9,000; acting director, 4 months 15 days at \$9,000.	9,000.00		9,000.00
Howard M. Jones, of Tennessee, supervising engineer, 8 months at \$9,000.	6,000.00		6,000.00
James M. Willey, of Oregon, supervisor of accounts, 1 year at \$9,000.	9,000.00		9,000.00
T. P. Artaud, of New York, supervisor land appraisals, 1 year at \$9,000.	9,000.00		9,000.00
Charles W. Needham, of District of Columbia, solicitor, 1 year at \$7,500.	7,500.00		7,500.00
Carl C. Witt, of Kansas, assistant supervising engineer, 8 months at \$6,600.	4,400.00		4,400.00
Albert B. Manly, of Alabama, assistant supervisor land appraisals, 1 year at \$6,000.	6,000.00		6,000.00
John W. Zisgen, of New Jersey, valuation attorney, 15 days at \$6,000.	250.00		250.00
John McChord, of Kentucky, attorney, 7 months 15 days at \$6,000.	3,750.00		3,750.00
William C. Lawson, of Illinois, valuation attorney, 15 days at \$6,000.	250.00		250.00
Chas. F. Newman, of Missouri, valuation attorney, 15 days at \$6,000.	250.00		250.00
Seth E. Tracy, of Texas, valuation attorney, 15 days at \$6,000.	250.00		250.00
Morris A. Zook, of New Jersey, resident engineer, 3 months at \$6,000.	1,500.00		1,500.00
Harleigh H. Hartman, of Illinois, attorney examiner, 1 year at \$5,000.	5,000.00		5,000.00
Fred Henry Esch, of Wisconsin, senior examiner, 1 year at \$5,000.	5,000.00		5,000.00
Philip J. Doherty, of Massachusetts, attorney, 1 year at \$5,000.	5,000.00		5,000.00
Ralph H. Kimball, of Massachusetts, attorney examiner, 1 year at \$5,000.	5,000.00		5,000.00
Henry J. Saunders, of Montana, assistant supervising engineer, 8 months at \$5,000.	3,333.33		3,333.33

¹ Includes transportation, per diem, and actual subsistence.

² Includes services other than personal, communications, stationery, supplies, furniture, equipment and allowance for office rent, clerk hire, stationery, etc., outside of Washington.

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
<i>General office—Continued.</i>			
Arthur S. Field, of District of Columbia, assistant supervisor of accounts, 1 year at \$5,000.....	\$5,000.00		\$5,000.00
William F. Engel, of New York, accountant, 8 months at \$5,000.....	3,333.33		3,333.33
Robert A. Lacey, of Alabama, accountant, 8 months at \$5,000.....	3,333.33		3,333.33
Jas. H. Underwood, of Illinois, accountant, 6 months at \$5,000.....	2,500.01		2,500.01
John P. Thavis, of Washington, accountant, 6 months at \$5,000.....	2,500.01		2,500.01
Roy W. Fletcher, of Utah, assistant supervisor of accounts, 7 months 15 days at \$4,200, 4 months 15 days at \$4,500.....	4,312.50		4,312.50
Roy W. Gray, of California, senior engineer, 8 months at \$4,500.....	3,000.00		3,000.00
Frank Beates Scheetz, of Missouri, senior engineer, 8 months at \$4,500.....	3,000.00		3,000.00
Charles H. Spencer, of District of Columbia, senior engineer, 8 months at \$4,500.....	3,000.00		3,000.00
Frank T. Oakley, of California, senior structural engineer, 11 days at \$4,500.....	137.50		137.50
Jno. A. Galvin, of Tennessee, senior architect, 8 months at \$4,500.....	3,000.00		3,000.00
Wendell A. Van Hook, of Illinois, senior engineer, 4 months 20 days at \$4,500.....	1,750.00		1,750.00
Louis Hood, of Texas, senior engineer, 8 months at \$4,500.....	3,000.02		3,000.02
John R. Thompson, of Illinois, senior engineer, 8 months at \$4,500.....	3,000.00		3,000.00
Milo H. Brinkley, of California, valuation analyst, 1 year at \$4,200.....	4,200.00		4,200.00
Eugene R. Hendley, of District of Columbia, accountant, 8 months at \$4,200.....	2,800.00		2,800.00
Frederick J. Jackson, of Colorado, accountant, 8 months at \$4,200.....	2,800.00		2,800.00
George A. Williamson, of California, accountant, 6 months at \$4,200.....	2,100.00		2,100.00
Oscar G. Kanston, of Illinois, accountant, 1 month 29 days at \$4,200.....	688.33		688.33
Lawrence L. Powers, of Kansas, accountant, 8 months at \$4,200.....	2,800.00		2,800.00
Walter M. O'Loughlin, of Minnesota, senior engineer, 8 months at \$3,900.....	2,600.00		2,600.00
W. M. Hoover, of Pennsylvania, senior civil engineer, 5 months at \$3,600, 3 months at \$3,900.....	2,475.00		2,475.00
Alfred C. Olney, of Tennessee, senior engineer, 3 months 15 days at \$3,600, 4 months 15 days at \$3,900.....	2,512.52		2,512.52
Charles Mishek, of Minnesota, accountant, 3 months 15 days at \$3,600, 3 months 15 days at \$3,900.....	2,187.50		2,187.50
Jeremiah P. Kelley, of Rhode Island, senior examiner, 1 year at \$3,600.....	3,600.00		3,600.00
John Balch Blood, of Massachusetts, valuation analyst, 1 year at \$3,600.....	3,600.00		3,600.00
Charles S. Morgan, of Connecticut, valuation analyst, 6 months at \$3,000, 6 months at \$3,600.....	3,300.00		3,300.00
Benjamin T. Elmore, of Virginia, senior engineer, 3 months 15 days at \$3,600.....	1,050.00		1,050.00
James W. Barrie, of Tennessee, senior engineer, 8 months at \$3,600.....	2,400.00		2,400.00
Orison B. Robbins, of Minnesota, senior engineer, 8 months at \$3,600.....	2,400.00		2,400.00
Wilbur P. Richardson, of Pennsylvania, senior engineer, 8 months at \$3,600.....	2,400.00		2,400.00
R. E. Elgen, of Georgia, senior civil engineer, 8 months at \$3,600.....	2,400.00		2,400.00
William L. Fulton, of Oregon, senior civil engineer, 1 year at \$3,600.....	3,600.00		3,600.00
Robert M. Ferguson, of Illinois, accountant, 1 month 15 days at \$3,300, 4 months 15 days at \$3,600.....	1,762.50		1,762.50
George B. Coleman, of Oklahoma, accountant, 6 months at \$3,600.....	1,800.00		1,800.00
Lewis Thornton, of Alabama, accountant, 6 months at \$3,600.....	1,800.00		1,800.00
Frank R. Stebbins, of Texas, accountant, 6 months at \$3,600.....	1,800.00		1,800.00
W. O. Mitchell, of Colorado, accountant, 6 months at \$3,600.....	1,800.00		1,800.00
Richard L. Giss, of Washington, senior land appraiser, 8 months at \$3,600.....	2,400.00		2,400.00
S. H. Stivers, Jr., of Kentucky, senior land appraiser, 8 months at \$3,600.....	2,400.00		2,400.00
Thomas C. McMahon, of Pennsylvania, senior land appraiser, 1 month at \$3,600.....	300.00		300.00
William J. Norfleet, of Virginia, accountant, 4 months 15 days at \$3,300, 3 months 15 days at \$3,480.....	2,252.50		2,252.50

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
<i>General office—Continued.</i>			
A. W. Heyer, of Missouri, senior civil engineer, 4 months at \$3,300, 4 months at \$3,420.....	\$2,240.00		\$2,240.00
Ralph D. Jones, of New York, senior engineer, 8 months at \$3,330.....	2,200.00		2,200.00
Thomas B. Smith, of Pennsylvania, senior engineer, 8 months at \$3,300.....	2,200.00		2,200.00
Albert A. McEntee, of Illinois, senior civil engineer, 7 months 15 days at \$3,000, 4 months 15 days at \$3,300.....	3,112.50		3,112.50
Arthur Johnson, of Illinois, accountant, 1 month 15 days at \$3,000, 4 months 15 days at \$3,300.....	1,612.50		1,612.50
James T. Haslam, of California, accountant, 1 month 15 days at \$3,000, 4 months 15 days at \$3,300.....	1,612.50		1,612.50
Augustus S. Hale, of Georgia, accountant, 1 month 15 days at \$3,000, 4 months at \$3,180, 15 days at \$3,300.....	1,572.50		1,572.50
Richard K. White, of Texas, accountant, 8 months at \$3,300.....	2,200.00		2,200.00
Thomas J. Tobin, of Illinois, accountant, 1 month 15 days at \$3,000, 3 months 15 days at \$3,300.....	1,337.50		1,337.50
Walter Sager, of Oklahoma, accountant, 6 months at \$3,300.....	1,650.00		1,650.00
Henry C. Geisler, of Illinois, senior land appraiser, 7 months 13 days at \$3,300.....	2,044.17		2,044.17
Manning S. Fleming, of Florida, senior land appraiser, 7 months 15 days at \$3,000, 4 months 15 days at \$3,300.....	3,112.50		3,112.50
Jno. E. Aitchison, of Oregon, senior land appraiser, 6 months at \$3,300.....	1,650.00		1,650.00
John A. Zelinski, of Ohio, senior land appraiser, 7 months 15 days at \$3,000, 4 months 15 days at \$3,300.....	3,112.50		3,112.50
James W. Ferriter, of Minnesota, senior clerk, 11 months 28 days at \$3,300.....	3,281.67		3,281.67
Archibald H. Morrow, of Oregon, senior clerk, 3 months 15 days at \$3,000, 8 months 15 days at \$3,300.....	3,112.50		3,112.50
Alexander E. McClure, of Utah, senior civil engineer, 4 months at \$3,000, 4 months at \$3,180.....	2,060.00		2,060.00
George McCullough, of Illinois, accountant, 2 months 15 days at \$3,000, 3 months 15 days at \$3,180.....	1,552.50		1,552.50
C. Arthur Porter, of Pennsylvania, accountant, 5 months 15 days at \$3,000, 15 days at \$3,180.....	1,507.50		1,507.50
James T. Bostick, of Alabama, accountant, 1 month 15 days at \$3,000, 4 months 15 days at \$3,180.....	1,567.50		1,567.50
Percy H. Lash, of Florida, accountant, 3 months 15 days at \$3,000, 4 months 15 days at \$3,180.....	2,067.50		2,067.50
John T. Marchand, of Illinois, attorney, 1 year at \$3,000.....	3,000.00		3,000.00
Howard C. Miller, of California, senior civil engineer, 3 months 15 days at \$2,400, 1 month 15 days at \$2,700, 3 months at \$3,000.....	1,787.50	\$75.00	1,862.50
G. D. Leapley, of Iowa, senior civil engineer, 7 months at \$3,000.....	1,750.00		1,750.00
Claudio J. Da Silva, of Illinois, senior civil engineer, 7 months at \$3,000.....	1,750.00		1,750.00
Thomas H. Beers, of Connecticut, senior civil engineer, 3 months at \$3,000.....	750.00		750.00
James W. Waller, of Tennessee, senior civil engineer, 7 months 15 days at \$2,400, 2 months at \$2,940, 2 months 15 days at \$3,000.....	2,615.00	150.00	2,765.00
Charles A. Knowles, of Connecticut, senior civil engineer, 8 months at \$3,000.....	2,000.00		2,000.00
Carl August Høglund, of Illinois, senior civil engineer, 7 months at \$3,000.....	1,750.00		1,750.00
A. H. Worley, of Missouri, senior structural engineer, 8 months at \$3,000.....	2,000.00		2,000.00
Herbert J. Ord, of New York, senior structural engineer, 8 months at \$3,000.....	2,000.00		2,000.00
Raymond Alvan Kizer, of Missouri, senior structural engineer, 4 months at \$2,880, 3 months 20 days at \$3,000.....	1,876.67		1,876.67
M. R. Hoagland, of Illinois, senior structural engineer, 3 months 19 days at \$3,000.....	908.33		908.33
M. J. Cairns, of Illinois, senior mechanical engineer, 7 months at \$3,000.....	1,750.00		1,750.00
Harry J. McCarthy, of Minnesota, senior mechanical engineer, 8 months at \$3,000.....	2,000.00		2,000.00
Henry A. Herndon, of Missouri, senior mechanical engineer, 8 months at \$3,000.....	2,000.00		2,000.00
Wm. De Ozro Davis, of Kansas, senior electrical engineer, 8 months at \$3,000.....	2,000.00		2,000.00
Ray Howard Rice, of Virginia, senior architect, 8 months at \$3,000.....	2,000.00		2,000.00
E. W. Hillerich, of Kentucky, senior architect, 8 months at \$3,000.....	2,000.00		2,000.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
<i>General office—Continued.</i>			
Frederick F. Schaller, of New Jersey, senior signal engineer, 1 year at \$3,000.....	\$3,000.00	.....	\$3,000.00
Alva G. Nye, of New York, senior signal engineer, 8 months at \$3,000.....	2,000.00	.....	2,000.00
Aloysius L. Gunther, of Kansas, senior inspector motive power, 8 months at \$3,000.....	2,000.00	.....	2,000.00
Henry La Rue, of Illinois, senior inspector car equipment, 7 months at \$3,000.....	1,750.00	.....	1,750.00
William P. Wissman, of Illinois, accountant, 6 months at \$3,000.....	1,500.00	.....	1,500.00
Perry A. Thompson, of Illinois, accountant, 6 months at \$3,000.....	1,500.00	.....	1,500.00
Alonzo C. Wells, of Kentucky, accountant, 8 months at \$3,000.....	2,000.00	.....	2,000.00
Henry C. Littlefield, of Alabama, accountant, 8 months at \$3,000.....	2,000.00	.....	2,000.00
Charles F. Fincher, of Georgia, accountant, 6 months at \$3,000.....	1,500.00	.....	1,500.00
William R. Gaither, of Illinois, accountant, 6 months at \$3,000.....	1,500.00	.....	1,500.00
Ernest G. Watkins, of Texas, accountant, 8 months at \$3,000.....	2,000.00	.....	2,000.00
Samuel E. McRickard, of New York, senior land appraiser, 6 months at \$3,000.....	1,500.00	.....	1,500.00
James M. Woods, of New York, senior land appraiser, 6 months at \$3,000.....	1,500.00	.....	1,500.00
G. Philip Werner, of Illinois, senior clerk, 7 months 15 days at \$3,000, chief clerk 4 months 15 days at \$3,000.....	3,000.00	.....	3,000.00
Nathan W. Merwin, of Connecticut, accountant, 5 months at \$2,520, 1 month at \$2,940.....	1,295.00	\$91.68	1,386.68
W. A. Allen, of California, accountant, 1 month 15 days at \$2,520, 4 months 15 days at \$2,940.....	1,417.50	27.52	1,445.02
Byers M. Bachman, of Tennessee, accountant, 4 months 15 days at \$2,520, 3 months 15 days at \$2,940.....	1,802.50	82.51	1,885.01
R. C. Bunbar, of California, accountant, 3 months 15 days at \$2,520, 4 months 15 days \$2,940.....	1,837.50	64.18	1,901.68
Roy A. Porterfield, of Kansas, senior civil engineer, 8 months at \$2,880.....	1,920.00	.....	1,920.00
Robert W. Shields, of Kansas, senior civil engineer, 8 months at \$2,880.....	1,920.00	.....	1,920.00
John E. Hansbury, of Missouri, senior civil engineer, 8 months at \$2,880.....	1,920.00	.....	1,920.00
Alfred W. Booth, of New Jersey, senior civil engineer, 8 months at \$2,700.....	1,800.00	26.68	1,826.68
Frederick W. Amadon, of Connecticut, senior civil engineer, 8 months at \$2,700.....	1,800.00	26.68	1,826.68
Luther R. Maddox, of Tennessee, senior civil engineer, 8 months at \$2,700.....	1,800.00	26.68	1,826.68
Neil S. McNamara, of Washington, senior civil engineer, 3 months 15 days at \$2,100, 2 months 15 days at \$2,400, 2 months at \$2,700.....	1,562.50	126.67	1,689.17
F. H. Larder, of Ohio, senior civil engineer, 5 months at \$2,400, 3 months at \$2,700.....	1,675.00	110.00	1,785.00
L. T. Fleming, of Illinois, of Illinois, senior mechanical engineer, 2 months 15 days at \$2,400, 2 months 27 days at \$2,700.....	1,002.50	57.42	1,059.92
Herman O. Weiss, of New York, senior mechanical engineer, 8 months at \$2,700.....	1,800.00	26.68	1,826.68
W. F. Cox, of Ohio, senior inspector car equipment, 8 months at \$2,700.....	1,800.00	26.68	1,826.68
Walter J. Thomas, of California, senior inspector motive power, 8 months at \$2,700.....	1,800.00	26.68	1,826.68
Lorenzo G. Doughty, of Tennessee, accountant, 4 months 9¼ days at \$2,700.....	973.39	14.37	987.76
Stephen H. Bennett, of Maryland, accountant, 6 months at \$2,700.....	1,350.00	20.02	1,370.02
Arra Thacker, of Arkansas, accountant, 6 months at \$2,700.....	1,350.00	20.02	1,370.02
Frank A. Manning, of Kentucky, accountant, 6 months at \$2,700.....	1,350.00	20.02	1,370.02
George Ashbridge, of Pennsylvania, senior land appraiser, 5 months 15 days at \$2,700.....	1,237.50	18.35	1,255.85
Charles P. Elmer, of Ohio, senior clerk, 5 months 12½ days at \$2,400, 4 months 15 days at \$2,700.....	2,095.36	123.29	2,218.65
Davis W. Sweet, of New York, senior land appraiser, 3 months at \$2,400, 3 months at \$2,640.....	1,260.00	85.00	1,345.00
J. C. M. Valentine, of Virginia, senior land appraiser, 1 month 15 days at \$2,640.....	330.00	12.49	342.49
James F. Caldwell, of Missouri, senior clerk, 1 year at \$2,640.....	2,640.00	100.00	2,740.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
General office—Continued.			
Harry C. H. Thompson, of Georgia, accountant, 6 months at \$2,520.....	\$1,260.00	\$110.02	\$1,370.02
Harry L. Warner, of Illinois, accountant, 5 months at \$2,520..	1,050.00	91.63	1,141.63
Samuel A. Bracken, of Illinois, accountant, 1 month at \$2,520..	210.00	18.32	228.32
T. Gibson Broughton, of Virginia, accountant, 8 months at \$2,520.....	1,680.00	146.67	1,826.67
Guy M. Carlon, of Pennsylvania, accountant, 7 months at \$2,400, 1 month at \$2,520.....	1,610.00	158.33	1,768.33
James B. Cunningham, of Indiana, accountant, 6 months at \$2,520.....	1,260.00	110.01	1,370.01
Harry M. Doyle, of Missouri, accountant, 6 months at \$2,520..	1,260.00	110.02	1,370.02
Richard Fennelly, of Illinois, accountant, 2 months 15 days at \$2,400, 3 months 15 days at \$2,520.....	1,235.00	114.17	1,349.17
Joseph H. Gerring, of Virginia, accountant, 6 months at \$2,520..	1,260.00	110.01	1,370.01
J. Craig Haney, of District of Columbia, accountant, 5 months at \$2,400, 1 month at \$2,520.....	1,210.00	118.33	1,328.33
Arthur W. Hilton, of Oklahoma, accountant, 6 months at \$2,520.....	1,260.00	110.02	1,370.02
William J. Hubbach, of Maryland, accountant, 6 months at \$2,520.....	1,260.00	110.01	1,370.01
Harold H. Howland, of Massachusetts, senior civil engineer, 4 months 15 days at \$2,280, 3 months 15 days at \$2,400.....	1,555.00	160.00	1,715.00
Frank P. Finley, of Ohio, senior civil engineer, 6 months 7 days at \$2,400.....	1,246.67	124.67	1,371.34
Ayden A. Dibble, of New York, senior civil engineer, 8 months at \$2,400.....	1,600.00	160.00	1,760.00
Raymond G. De Frees, of Iowa, senior civil engineer, 7 months 15 days at \$2,100, 4 months 15 days at \$2,400.....	2,212.50	240.00	2,452.50
William T. Brooks, of Maryland, senior civil engineer, 8 months at \$2,400.....	1,600.00	160.00	1,760.00
Roger T. Boyden, of Massachusetts, senior civil engineer, 8 months at \$2,400.....	1,600.00	160.00	1,760.00
Kenneth P. Armstrong, of Massachusetts, senior civil engineer, 8 months 15 days at \$2,400.....	1,700.00	170.00	1,870.00
Walter B. Anthony, of California, senior civil engineer, 3 months 15 days at \$2,400.....	700.00	70.00	770.00
Lawrence H. Allen, of Massachusetts, senior civil engineer, 8 months at \$2,400.....	1,600.00	160.00	1,760.00
J. D. Wright, of Georgia, senior civil engineer, 3 months 15 days at \$2,100, 4 months 15 days at \$2,400.....	1,512.50	160.00	1,672.50
John C. Stevens, of Illinois, senior civil engineer, 4 months at \$2,100, 4 months at \$2,400.....	1,500.00	160.00	1,660.00
C. B. Rush, of California, senior civil engineer, 4 months 15 days at \$2,100, 1 month 15 days at \$2,280, 2 months at \$2,400..	1,472.50	160.00	1,632.50
Raymond V. Root, of Connecticut, senior civil engineer, 4 months 15 days at \$2,280, 3 months 15 days at \$2,400.....	1,555.00	160.00	1,715.00
John Reimann, of Connecticut, senior civil engineer, 4 months 15 days at \$2,280, 3 months 15 days at \$2,400.....	1,555.00	160.00	1,715.00
Leslie A. Raff, of Minnesota, senior civil engineer, 3 months 8 $\frac{1}{2}$ days at \$2,400.....	654.76	65.47	720.23
R. B. Houston, of Missouri, senior structural engineer, 8 months at \$2,400.....	1,600.00	160.00	1,760.00
F. C. Grace, of Kentucky, senior structural engineer, 8 months at \$2,400.....	1,600.00	160.00	1,760.00
F. L. A. Gorlinski, of California, senior structural engineer, 3 months 15 days at \$2,100, 1 month 15 days at \$2,280, 3 months at \$2,400.....	1,497.50	160.00	1,657.50
C. L. Dimmler, of California, senior structural engineer, 15 days at \$2,400.....	100.00	10.00	110.00
Edward John Schell, of Missouri, senior structural engineer, 8 months at \$2,400.....	1,600.00	160.00	1,760.00
Herman J. Trum, jr., of Illinois, senior structural engineer, 7 months at \$2,400.....	1,400.00	140.00	1,540.00
Frederick A. Buell, of Colorado, senior electrical engineer, 8 months at \$2,400.....	1,600.00	160.00	1,760.00
John P. Moore, of Pennsylvania, senior electrical engineer, 4 months at \$2,400.....	800.00	80.00	880.00
A. G. Slocum, of Illinois, senior electrical engineer, 7 months at \$2,400.....	1,400.00	140.00	1,540.00
Herbert F. Campbell, of Pennsylvania, senior mechanical engineer, 4 months 18 days at \$2,400.....	920.00	92.00	1,012.00
Frank H. Becherer, of New York, senior mechanical engineer, 4 months 6 days at \$2,400.....	840.00	84.00	924.00
H. W. Austin, of California, senior mechanical engineer, 8 months at \$2,400.....	1,600.00	160.00	1,760.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
General office—Continued.			
J. Paul Shamberger, of Maryland, temporary senior mechanical engineer, 8 days at \$2,400; senior mechanical engineer, 3 months, at: \$2,400.....	\$653.33	\$65.33	\$718.66
J. P. Hovey, of Michigan, senior signal engineer, 7 months at \$2,400.....	1,400.00	140.00	1,540.00
Bernard B. Caviston, of New York, senior signal engineer, 8 months at \$2,400.....	1,600.00	160.00	1,760.00
A. H. Kautz, of Pennsylvania, senior signal engineer, 8 months at \$2,400.....	1,600.00	160.00	1,760.00
F. W. Gathof, of Kentucky, senior architect, 8 months at \$2,400.....	1,600.00	160.00	1,760.00
George P. Bogue, of Maine, senior architect, 7 months at \$2,400.....	1,400.00	140.00	1,540.00
Albert Korte, of New York, senior architect, 3 months at \$2,400.....	600.00	60.00	660.00
A. T. Jenkins, of Pennsylvania, senior telephone and telegraph engineer, 7 months at \$2,700.....	1,575.00	23.33	1,598.33
D. P. Thompson, of California, senior telephone and telegraph inspector, 7 months 11 days at \$2,400.....	1,473.33	147.33	1,620.66
F. G. Isherwood, of Illinois, senior inspector car equipment, 7 months at \$2,400.....	1,400.00	140.00	1,540.00
James S. Henderson, of New York, senior inspector car equipment, 4 months 18 days at \$2,400.....	920.00	92.00	1,012.00
Edward E. Richardson, of District of Columbia, senior inspector, motive power, 8 months at \$2,400.....	1,600.00	160.00	1,760.00
Edmund L. Buchanan, of Maryland, appraiser machine tools, 8 months at \$2,100.....	1,400.00	160.00	1,560.00
Robert D. Armstrong, of Indiana, temporary tax specialist, 8 months at \$2,400.....	1,600.00	160.00	1,760.00
C. Arthur Johnson, of Illinois, accountant, 6 months at \$2,400.....	1,200.00	120.00	1,320.00
Matthew E. Hale, of California, accountant, 3 months 6 days at \$2,400.....	640.00	64.00	704.00
Lee A. Gollhardt, of Illinois, accountant, 2 months 29 days at \$2,400.....	593.33	59.33	652.66
T. D. Cowen, of District of Columbia, accountant, 5 months at \$2,220, 1 month at \$2,400.....	1,125.00	120.00	1,245.00
Myron H. Colman, of Illinois, accountant, 2 months 15 days at \$2,400.....	500.00	50.00	550.00
Thomas Henry Burns, of Georgia, accountant, 6 months at \$2,400.....	1,200.00	120.00	1,320.00
C. R. Arnold, of Kentucky, accountant, 3 months at \$2,400.....	600.00	60.00	660.00
Harry L. Hopper, of Pennsylvania, accountant, 5 months at \$2,220, 1 month at \$2,400.....	1,125.00	120.00	1,245.00
F. Wolfe, of North Carolina, accountant, 1 month at \$2,400.....	200.00	20.00	220.00
Ralph C. Wilson, of Pennsylvania, accountant, 5 months at \$2,220, 1 month at \$2,400.....	1,125.00	120.00	1,245.00
Frank N. Parker, of Washington, accountant, 1 month 15 days at \$2,100, 4 months 15 days at \$2,400.....	1,162.50	120.00	1,282.50
Kenneth L. Nelson, of Tennessee, accountant, 3 months 15 days at \$2,220, 2 months 15 days at \$2,400.....	1,147.50	120.00	1,267.50
Richard E. May, of Utah, accountant, 1 month 15 days at \$2,100, 1 month 27 days at \$2,400.....	642.50	68.00	710.50
John S. McGowan, of Illinois, accountant, 1 month at \$2,400.....	200.00	20.00	220.00
William C. Loss, of California, accountant, 1 month 15 days at \$2,220, 3 months 15 days at \$2,400.....	977.50	100.00	1,077.50
Paul O. Klinger, of Indiana, accountant, 2 months 15 days at \$2,220, 3 months 15 days at \$2,400.....	1,162.50	120.00	1,282.50
George M. Hood, of Massachusetts, senior land appraiser, 6 months at \$2,400.....	1,200.00	120.00	1,320.00
Elmer D. Hays, of Kentucky, senior land appraiser, 6 months at \$2,400.....	1,200.00	120.00	1,320.00
Willard E. Greenawalt, of Illinois, senior land appraiser, 8 months at \$2,400.....	1,600.00	160.00	1,760.00
Joseph W. Fendrich, of Indiana, senior land appraiser, 3 months 25 days at \$2,400.....	766.67	76.67	843.34
Oliver H. Cabaniss, of Georgia, senior land appraiser, 6 months at \$2,400.....	1,200.00	120.00	1,320.00
J. Roy Boylin, of Tennessee, senior land appraiser, 14 days at \$2,700, 5 months 11 days at \$2,400.....	1,178.33	108.89	1,287.22
Carlton M. Beall, of District of Columbia, senior land appraiser, 3 months 15 days at \$2,100, 4 months 15 days at \$2,400.....	1,512.50	160.00	1,672.50
Grover L. Swink, of New York, senior land appraiser, 7 months 15 days at \$2,100, 1 month 15 days at \$2,280, 3 months at \$2,400.....	2,197.50	240.00	2,437.50
Arthur A. Semsen, of California, senior land appraiser, 1 day at \$2,400.....	6.67	.67	7.34

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
<i>General office—Continued.</i>			
Lee A. Scearce, of Kentucky, senior land appraiser, 3 months 14 days at \$2,400.....	\$693.33	\$69.33	\$762.66
W. D. Planter, of Iowa, senior land appraiser, 1 year at \$2,400..	2,400.00	240.00	2,640.00
Claude M. Pitcher, of Pennsylvania, senior land appraiser, 6 months at \$2,400.....	1,200.00	120.00	1,320.00
Ivon W. Phillips, of District of Columbia, senior land appraiser, 6 months at \$2,400.....	1,200.00	120.00	1,320.00
J. McChord, jr., of Kentucky, senior land appraiser, 8 months at \$2,400.....	1,600.00	160.00	1,760.00
Homer H. Kirby, of Ohio, senior land appraiser, 7 months 15 days at \$2,100, 1 month 15 days at \$2,280, 3 months at \$2,400..	2,197.50	240.00	2,437.50
W. H. Shields, of Maryland, senior clerk, 1 year at \$2,400.....	2,400.00	240.00	2,640.00
R. J. Lehman, of Illinois, senior clerk, 7 months 15 days at \$2,100, 1 month 15 days at \$2,280, 3 months at \$2,400.....	2,197.50	240.00	2,437.50
Leon M. Pill, of Tennessee, senior civil engineer, 3 months 15 days at \$2,100, 3 days at \$2,280.....	631.50	72.00	703.50
Martin Osyer, of New York, senior civil engineer, 8 months at \$2,280.....	1,520.00	160.00	1,680.00
Anselm X. Marilley, of New York, senior civil engineer, 5 months at \$2,100, 3 months at \$2,280.....	1,445.00	160.00	1,605.00
Louis F. Bessey, of Kentucky, junior civil engineer, 1 month at \$1,800; senior civil engineer, 4 months at \$2,100, 3 months at \$2,280.....	1,420.00	160.00	1,580.00
Carl W. Gasaway, of Missouri, senior structural engineer, 8 months at \$2,280.....	1,520.00	160.00	1,680.00
E. W. Bodkin, of Tennessee, senior mechanical engineer, 4 months 15 days at \$2,100, 3 months 15 days at \$2,280.....	1,452.50	160.00	1,612.50
Kenneth H. Cope, of Missouri, senior electrical engineer, 5 months at \$2,100, 3 months at \$2,280.....	1,445.00	160.00	1,605.00
Bernard J. Bonn, of Kentucky, senior architect, 4 months 15 days at \$2,100, 3 months 15 days at \$2,280.....	1,452.50	160.00	1,612.50
Emanuel Speich, of Maryland, senior land appraiser, 6 months at \$2,280.....	1,140.00	120.00	1,260.00
C. E. Ackerman, jr., of New York, senior civil engineer, 8 months at \$2,280.....	1,520.00	160.00	1,680.00
Benjamin Paul Burtis, of New Jersey, senior civil engineer, 8 months at \$2,280.....	1,520.00	160.00	1,680.00
Stuart E. Burdick, of Connecticut, senior civil engineer, 8 months at \$2,280.....	1,520.00	160.00	1,680.00
P. S. Chamberlain, of Kansas, senior civil engineer, 6 months at \$2,100, 2 months at \$2,280.....	1,430.00	160.00	1,590.00
Allan A. Pratt, of Alabama, accountant, 2 months 15 days at \$2,100, 2 months 15 days at \$2,220.....	900.00	100.00	1,000.00
Chauncey A. West, of Maryland, accountant, 2 months 13 days at \$2,220.....	450.17	48.67	498.84
Albert R. Sward, of Illinois, accountant, 2 months at \$2,100, 1 month at \$2,220.....	535.00	60.00	595.00
Herbert S. Slinkman, of Maryland, accountant, 3 months 11 days at \$2,100, 1 month at \$2,220.....	774.17	87.33	861.50
John E. Hibbs, of South Carolina, accountant, 5 months at \$2,100, 1 month at \$2,220.....	1,060.00	120.00	1,180.00
John L. Hagney, of Missouri, accountant, 2 months 27 days at \$2,100, 2 months 15 days at \$2,220.....	970.00	108.00	1,078.00
Richard W. J. Dillon, of California, accountant, 3 months 15 days at \$2,100, 2 months 15 days at \$2,220.....	1,075.00	120.00	1,195.00
Perry R. Baker, of Missouri, senior clerk, 2 months at \$1,800, 5 months 15 days at \$2,100, 4 months at \$2,220.....	2,095.00	240.00	2,335.00
Albert J. Chandler, of Wisconsin, senior civil engineer, 8 months at \$2,100.....	1,400.00	160.00	1,560.00
C. E. King, of Tennessee, senior civil engineer, 8 months at \$2,100.....	1,400.00	160.00	1,560.00
P. E. Kreamer, of Illinois, senior civil engineer, 7 months at \$2,100.....	1,225.00	140.00	1,365.00
Oliver La Pointe, of New Hampshire, senior civil engineer, 1 month 14 days at \$2,100.....	256.67	29.33	286.00
W. F. Lehfeldt, of California, senior civil engineer, 7 months 3 days at \$2,100.....	1,242.50	142.00	1,384.50
John McAllister, of Pennsylvania, senior civil engineer, 3 months 25 days at \$2,100.....	670.83	76.67	747.50
P. G. Magness, of Arkansas, senior civil engineer, 7 months at \$2,100.....	1,225.00	140.00	1,365.00
Harry R. Mahoney, of Illinois, senior civil engineer, 7 months at \$2,100.....	1,225.00	140.00	1,365.00
Arthur K. Murrell, of Virginia, senior civil engineer, 8 months at \$2,100.....	1,400.00	160.00	1,560.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
<i>General office—Continued.</i>			
Herbert S. Nelson, of Connecticut, senior civil engineer, 3 months 25 days at \$2,100.....	\$670.83	\$76.67	\$747.50
H. N. O'Brien, of Maryland, senior civil engineer, 8 months at \$2,100.....	1,400.00	160.00	1,560.00
William J. Porter, of Rhode Island, senior civil engineer, 3 months 11 days at \$2,100.....	589.17	67.33	656.50
J. M. Russell, of Maryland, senior civil engineer, 3 months 16 days at \$2,100.....	618.33	70.67	689.00
Frederick H. Sasser, of Maryland, senior civil engineer, 21 days at \$2,100.....	122.50	14.00	136.50
Robert Coe, of District of Columbia, senior civil engineer, 1 year at \$2,100.....	2,100.00	240.00	2,340.00
Edward J. Donahue, of Vermont, senior civil engineer, 8 months at \$2,100.....	1,400.00	160.00	1,560.00
C. G. Schlaefli, of Wisconsin, senior civil engineer, 7 months at \$2,100.....	1,225.00	140.00	1,365.00
Merle W. Scott, of Illinois, senior civil engineer, 7 months at \$2,100.....	1,225.00	140.00	1,365.00
Alfred C. Speight, of New York, senior civil engineer, 3 months 28 days at \$2,100.....	688.33	78.67	767.00
Edward H. Spiers, of Virginia, temporary senior civil engineer, 23 days at \$2,100.....	134.17	15.33	149.50
Robert Waldie, of Kansas, senior civil engineer, 3 months 2 days at \$2,100.....	536.67	61.33	598.00
John Walker, of Tennessee, senior civil engineer, 8 months at \$2,100.....	1,400.00	160.00	1,560.00
Earl W. Bean, of Tennessee, senior civil engineer, 8 months at \$2,100.....	1,400.00	160.00	1,560.00
Francis R. Bell, of New York, senior civil engineer, 8 months at \$2,100.....	1,400.00	160.00	1,560.00
John C. Beye, of Illinois, senior civil engineer, 7 months at \$2,100.....	1,225.00	140.00	1,365.00
L. C. Bradford, of Missouri, senior civil engineer, 8 months at \$2,100.....	1,400.00	160.00	1,560.00
Philip E. Buck, of Tennessee, senior civil engineer, 8 months at \$2,100.....	1,400.00	160.00	1,560.00
Frank P. Cahill, of Florida, senior civil engineer, 8 months at \$2,100.....	1,400.00	160.00	1,560.00
R. G. Dillaway, of Montana, senior civil engineer, 5 months 22 days at \$2,100.....	1,003.33	114.67	1,118.00
A. F. Dougall, of Illinois, senior civil engineer, 8 months at \$2,100.....	1,400.00	160.00	1,560.00
G. G. Dunlap, of Kentucky, senior civil engineer, 6 months 3 days at \$2,100.....	1,067.50	122.00	1,189.50
Edwin R. Fleming, of Missouri, senior civil engineer, 8 months at \$2,100.....	1,400.00	160.00	1,560.00
Ernest B. Foote, of Illinois, senior civil engineer, 7 months 5 days at \$2,100.....	1,254.17	143.33	1,397.50
Guy H. Goodman, of Connecticut, senior civil engineer, 8 months at \$2,100.....	1,400.00	160.00	1,560.00
Alfred E. Hess, of Pennsylvania, senior civil engineer, 6 months 19 days at \$2,100.....	1,160.83	132.67	1,293.50
M. M. Hutchinson, of Kansas, senior civil engineer, 8 months at \$2,100.....	1,400.00	160.00	1,560.00
C. M. Fletcher, of Tennessee, temporary senior civil engineer, 15 days at \$2,100.....	87.50	10.00	97.50
J. E. Gassin, of Oregon, temporary senior civil engineer, 2 months 28 days at \$2,100; senior civil engineer, 15 days at \$2,100.....	600.83	68.67	669.50
C. L. Gamsby, of Florida, temporary senior civil engineer, 8 months at \$2,100.....	1,400.00	160.00	1,560.00
C. E. Langley, of Ohio, junior civil engineer, 5 months at \$1,980; senior civil engineer, 2 months 12½ days at \$2,100.....	1,250.41	148.62	1,399.03
John E. Lowman, of Illinois, junior civil engineer, 2 months 15 days at \$1,920, 4 months 15 days at \$2,100.....	1,187.50	140.00	1,327.50
Donald H. McClure, of California, junior civil engineer, 3 months 2 days at \$1,680, 1 month 15 days at \$1,800; senior civil engineer, 3 months at \$2,100.....	1,179.33	151.33	1,330.66
Joseph N. Pease, of Virginia, junior civil engineer, 3 months 24 days at \$2,100.....	665.00	76.00	741.00
T. R. Plant, of California, junior civil engineer, 3 months 15 days at \$1,740, 1 month 15 days at \$1,800; senior civil engineer, 3 months at \$2,100.....	1,272.50	160.00	1,432.50
F. M. Purdy, of Washington, junior civil engineer, 6 months at \$1,920; senior civil engineer, 2 months at \$2,100.....	1,310.00	160.00	1,470.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
<i>General office—Continued.</i>			
Harry H. Reynolds, of Montana, junior civil engineer, 3 months 15 days at \$1,920, 4 months 15 days at \$2,100.....	\$1,347.50	\$160.00	\$1,507.50
Wm. A. Rice, of New York, junior civil engineer, 3 months 15 days at \$1,800, 1 month 15 days at \$1,920; senior civil engineer, 3 months at \$2,100.....	1,290.00	160.00	1,450.00
William A. Robinson of Oregon, junior civil engineer, 3 months 15 days at \$1,920, 4 months 15 days at \$2,100.....	1,347.50	160.00	1,507.50
Barrett Schaffer, of Missouri, junior civil engineer, 3 months 15 days at \$1,980; senior civil engineer, 4 months 15 days at \$2,100.....	1,365.00	160.00	1,525.00
George C. Schaffer, of Illinois, junior civil engineer, 5 months at \$1,680; senior civil engineer, 2 months at \$2,100.....	1,050.00	140.00	1,190.00
William W. Smith, of Missouri, junior civil engineer, 3 months 15 days at \$1,920, 4 months 15 days at \$2,100.....	1,347.50	160.00	1,507.50
J. H. Stender, of Alabama, junior civil engineer, 4 months 15 days at \$1,980; senior civil engineer, 3 months 15 days at \$2,100.....	1,355.00	160.00	1,515.00
Charles A. Ward, of Tennessee, junior civil engineer, 4 months at \$1,980; senior civil engineer, 4 months at \$2,100.....	1,360.00	160.00	1,520.00
Harry S. Abell, of Virginia, junior civil engineer, 3 months 4 days at \$1,980; senior civil engineer, 2 months 27 days at \$2,100.....	1,024.50	120.67	1,145.17
E. E. Bellinger, of California, junior civil engineer, 3 months 15 days at \$1,920, 4 months 15 days at \$2,100.....	1,347.50	160.00	1,507.50
Everett T. Cripps, of Rhode Island, junior civil engineer, 3 months 28 days at \$1,800; senior civil engineer 2 months at \$2,100.....	940.00	118.67	1,058.67
W. J. Fisher, of California, junior civil engineer, 3 months 15 days at \$1,800, 2 months 15 days at \$1,920; senior civil engineer, 2 months at \$2,100.....	1,275.00	160.00	1,435.00
Rexford Gile, of Washington, junior civil engineer, 3 months 15 days at \$1,920, 4 months 15 days at \$2,100.....	1,347.50	160.00	1,507.50
David L. Hutchinson, of Colorado, junior civil engineer, 3 months 15 days at \$1,800, 4 months 15 days at \$2,100.....	1,312.50	160.00	1,472.50
Charles B. Hutton, of Missouri, junior civil engineer, 3 months 15 days at \$1,800, 1 month 15 days at \$1,920; senior civil engineer, 3 months at \$2,100.....	1,290.00	160.00	1,450.00
Rudolph O. Johnson, of Minnesota, junior civil engineer, 3 months 15 days at \$1,680, 2 months 15 days at \$1,800; senior civil engineer, 2 months at \$2,100.....	1,215.00	160.00	1,375.00
Richard R. Renner, of Tennessee, senior structural engineer, 8 months at \$2,100.....	1,400.00	160.00	1,560.00
Samuel Rosenzweig, of New York, senior structural engineer, 8 months at \$2,100.....	1,400.00	160.00	1,560.00
Joseph Vincent Walsh, of New York, senior structural engineer, 4 months 15 days at \$1,920, 3 months 15 days at \$2,100.....	1,332.50	160.00	1,492.50
Seaborn J. Cunningham, of Missouri, senior structural engineer, 15 days at \$2,100.....	87.50	10.00	97.50
Allston T. Cushing, of Pennsylvania, senior structural engineer, 3 months 9 days at \$2,100.....	577.50	66.00	643.50
Martin A. Feeney, of Washington, senior structural engineer, 7 months 23 days at \$2,100.....	1,359.17	155.33	1,514.50
Chester R. Draper, of New York, temporary senior structural engineer, 15 days at \$2,100.....	87.50	10.00	97.50
D. D. Sprague, of California, junior structural engineer, 5 months at \$1,920; senior structural engineer, 3 months at \$2,100.....	1,325.00	160.00	1,485.00
S. B. Arison, of New York, junior structural engineer, 3 months 15 days at \$1,800, 1 month 15 days at \$1,920; senior structural engineer, 3 months at \$2,100.....	1,290.00	160.00	1,450.00
William F. Kapp, of Maryland, senior mechanical engineer, 3 months 15 days at \$2,100.....	612.50	70.00	682.50
Earle B. Pierce, of Maryland, senior mechanical engineer, 4 months 10 days at \$2,100.....	758.33	86.67	845.00
R. R. Shay, of Illinois, senior mechanical engineer, 8 months at \$2,100.....	1,400.00	160.00	1,560.00
J. D. Stephenson, of Louisiana, senior mechanical engineer, 1 month 15 days at \$2,100.....	262.50	30.00	292.50
Harry M. Kestenbaum, of Pennsylvania, temporary senior mechanical engineer, 11 days at \$2,100; senior mechanical engineer, 3 months at \$2,100.....	589.17	67.33	656.50
John J. Reid, of Pennsylvania, temporary senior mechanical engineer, 22½ days at \$2,100.....	133.33	15.23	148.56
H. D. Armstrong, of Maryland, temporary senior mechanical engineer, 2 months 17½ days at \$2,100.....	453.33	51.81	505.14

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
<i>General office—Continued.</i>			
C. E. Covington, of Tennessee, junior mechanical engineer, 3 months 15 days at \$1,800, 1 month 15 days at \$1,920; senior mechanical engineer, 3 months at \$2,100.....	\$1,290.00	\$160.00	\$1,450.00
W. F. Summy, of District of Columbia, temporary senior electrical engineer, 1 month 18½ days at \$2,100.....	285.41	32.61	318.02
Samuel Meisels, of New York, senior electrical engineer, 8 months at \$2,100.....	1,400.00	160.00	1,560.00
C. E. A. Lathrop, of South Carolina, junior electrical engineer, 6 months at \$1,980; senior electrical engineer, 2 months at \$2,100.....	1,340.00	160.00	1,500.00
Walter G. Stansel, of Illinois, senior signal engineer, 5 months 21 days at \$2,100.....	997.50	114.00	1,111.50
George H. MacDonough, of Massachusetts, temporary senior signal engineer, 2 months 28 days at \$2,100.....	513.34	58.66	572.00
Charles C. Rinker, of New York, junior signal engineer, 4 months 15 days at \$1,800, 15 days at \$1,920; senior signal engineer, 3 months at \$2,100.....	1,280.00	160.00	1,440.00
Harvey A. Jones, of New York, senior architect, 1 month 15 days at \$1,920, 3 months at \$2,100.....	765.00	90.00	855.00
Arthur M. Jones, of Maryland, senior architect, 6 months 21 days at \$2,100.....	1,172.50	134.00	1,306.50
Fred H. G. Hatchell, of Virginia, temporary senior architect, 15 days at \$2,100.....	87.50	10.00	97.50
Ellis C. Graham, jr., of Maryland, temporary senior architect, 3 months 6 days at \$2,100.....	560.00	64.00	624.00
Frank P. Glancy, of District of Columbia, senior architect, 6 months 15 days at \$2,100.....	1,137.50	130.00	1,267.50
Jay C. Furry, of Pennsylvania, senior architect, 8 months at \$2,100.....	1,400.00	160.00	1,560.00
R. Erkins, of New York, senior architect, 21½ days at \$2,100.....	123.95	14.17	138.12
Edward A. Devlin, of Pennsylvania, senior architect, 5 months 28 days at \$2,100.....	1,038.33	118.67	1,157.00
David E. Anderson, of Massachusetts, senior architect, 6 months at \$2,100.....	1,050.00	120.00	1,170.00
Frank Tabel, of New York, senior architect, 6 months 26 days at \$2,100.....	1,201.67	137.33	1,339.00
Norman W. Sorey, of District of Columbia, senior architect, 6 months 19 days at \$2,100.....	1,160.83	132.67	1,293.50
Edward J. Maeri, of New York, temporary senior architect, 1 month 14 days at \$2,100.....	256.67	29.33	286.00
Pincus Rothenberg, of New York, junior architect, 4 months 15 days at \$1,920; senior architect, 3 months 15 days at \$2,100.....	1,332.50	160.00	1,492.50
C. J. Muncie, of New York, junior architect, 5 months at \$1,920; senior architect, 3 months at \$2,100.....	1,325.00	160.00	1,485.00
E. C. Hartung, of Tennessee, telephone inspector, 8 months at \$2,100.....	1,400.00	160.00	1,560.00
Edward F. Pillsbury, of New York, senior telephone and telegraph engineer, 3 months 4 days at \$1,800, 3 months at \$2,100.....	995.00	122.67	1,117.67
James M. Harrigan, of District of Columbia, temporary senior telephone and telegraph engineer, 3 months at \$2,100; senior telephone and telegraph engineer, 5 months at \$2,100.....	1,400.00	160.00	1,560.00
John J. Flanagan, of New York, telephone and telegraph inspector, 3 months at \$2,100.....	1,400.00	160.00	1,560.00
J. C. Martine, of Illinois, telephone and telegraph inspector, 7 months at \$2,100.....	1,225.00	140.00	1,365.00
J. C. Lathrop, of Michigan, telephone and telegraph inspector, 8 months at \$2,100.....	1,400.00	160.00	1,560.00
Frederick F. Ring, of Massachusetts, accountant, 6 months at \$2,100.....	1,050.00	120.00	1,170.00
Ernest M. Welch, of Massachusetts, accountant, 2 months 15 days at \$2,100.....	437.50	50.00	487.50
H. L. Johnson, of California, temporary accountant, 1 month 6 days at \$2,100.....	210.00	24.00	234.00
Thomas S. Searles, of Delaware, temporary accountant, 22 days at \$2,100.....	110.83	12.67	123.50
J. F. Robbert, of Maryland, temporary accountant, 1 month 9 days at \$2,100.....	227.50	26.00	253.50
G. Hartman Pryor, jr., of Maryland, temporary accountant, 12 days at \$2,100.....	70.00	8.00	78.00
Thomas F. O'Brien, of Connecticut, senior land appraiser, 7 months 23 days at \$2,100.....	1,359.17	155.33	1,514.50
George S. Newcombe, of Maine, senior land appraiser, 6 months at \$2,100.....	1,050.00	120.00	1,170.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
<i>General office—Continued.</i>			
Dennis F. Mahoney, of Massachusetts, senior land appraiser, 3 months at \$1,800, 3 months at \$2,100.....	\$975.00	\$120.00	\$1,095.00
Henry H. Lamar, of Alabama, senior land appraiser, 3 months 15 days at \$1,800, 4 months 15 days at \$2,100.....	1,312.50	160.00	1,472.50
Wilfred T. Harris, of Missouri, senior land appraiser, 1 month 15 days at \$2,700, 15 days at \$2,100.....	425.00	14.98	439.98
John E. Ragan, of Illinois, senior clerk, 7 months 15 days at \$1,980, 4 months 15 days at \$2,100.....	2,025.00	240.00	2,265.00
John Feeney, of California, senior clerk, 1 month 15 days at \$1,800, 2 months at \$1,980, 2 months 15 days at \$2,100.....	992.50	120.00	1,112.50
James B. Faris, of Pennsylvania, senior clerk, 2 months 13 days at \$2,100.....	428.33	48.95	477.28
Chas. H. Wolfram, of Maryland, senior clerk, 2 months at \$2,100.....	350.00	40.00	390.00
Wm. A. Kilerlane, of District of Columbia, 1 year at \$1,980..	1,980.00	240.00	2,220.00
George E. Bequette, of Missouri, senior clerk, 1 year at \$1,980.	1,980.00	240.00	2,220.00
William N. Crymes, of District of Columbia, senior clerk, 9 months at \$1,800, 3 months at \$1,980.....	1,845.00	240.00	2,085.00
Marion K. Quigley, of District of Columbia, 1 year at \$1,980..	1,980.00	240.00	2,220.00
James F. Sheehan, of New Jersey, junior civil engineer, 3 months 14 days at \$1,980.....	572.00	69.33	641.33
Charles F. Devine, of Pennsylvania, junior civil engineer, 4 months 11 days at \$1,980.....	720.50	87.33	807.83
Paul Giddings, of New York, junior structural engineer, 4 months 25 days at \$1,980.....	797.50	96.67	894.17
F. C. Calcote, of Pennsylvania, junior mechanical engineer, 8 months at \$1,980.....	1,320.00	160.00	1,480.00
B. T. Dettor, of Tennessee, telephone and telegraph inspector, 6 months 16 days at \$1,980.....	1,078.00	130.67	1,208.67
S. H. Pearce, of Alabama, telephone and telegraph inspector, 8 months at \$1,980.....	1,320.00	160.00	1,480.00
Lucian D. Lea, of Missouri, junior civil engineer, 3 months 15 days at \$1,800, 4 months 15 days at \$1,920.....	1,245.00	160.00	1,405.00
D. E. Jacobson, of California, junior civil engineer, 8 months at \$1,920.....	1,280.00	160.00	1,440.00
Edgar F. Horne, of Indiana, junior civil engineer, 8 months at \$1,920.....	1,280.00	160.00	1,440.00
F. W. Herron, of California, junior civil engineer, 8 months at \$1,920.....	1,280.00	160.00	1,440.00
Francis E. Hafl, of Maryland, junior civil engineer, 8 months at \$1,920.....	1,280.00	160.00	1,440.00
George S. Douglass, of Kansas, junior civil engineer, 3 months 15 days at \$1,800, 4 months 15 days at \$1,920.....	1,245.00	160.00	1,405.00
W. R. Densmore, of Washington, junior civil engineer, 7 months 7 days at \$1,920.....	1,157.33	144.67	1,302.00
Albert Deane Clappe, of New Jersey, junior civil engineer, 8 months at \$1,920.....	1,280.00	160.00	1,440.00
John J. Callahan, of New York, junior civil engineer, 4 months 15 days at \$1,920.....	720.00	90.00	810.00
Ralph U. Brothie, of Missouri, junior civil engineer, 3 months 15 days at \$1,800, 4 months 15 days at \$1,920.....	1,245.00	160.00	1,405.00
Frank Spodick, of New York, junior civil engineer, 4 months 15 days at \$1,800, 3 months 15 days at \$1,920.....	1,235.00	160.00	1,395.00
W. G. Scollard, of Montana, junior civil engineer, 3 months 15 days at \$1,800, 3 months 4 days at \$1,920.....	1,028.61	132.96	1,161.57
T. L. Roach, of Ohio, junior civil engineer, 8 months at \$1,920.	1,280.00	160.00	1,440.00
John V. Rast, of Oregon, junior civil engineer, 8 months at \$1,920.....	1,280.00	160.00	1,440.00
V. W. Balderson, of Kansas, junior civil engineer, 3 months 15 days at \$1,800, 4 months 15 days at \$1,920.....	1,245.00	160.00	1,405.00
Wm. Volkmann, of Illinois, junior civil engineer, 1 month 23 days at \$1,800, 2 months 24 days at \$1,920.....	716.42	91.76	808.18
N. E. Dahneke, of California, junior civil engineer, 3 months 15 days at \$1,800, 4 months 15 days at \$1,920.....	1,245.00	160.00	1,405.00
C. A. Norden, of California, junior civil engineer, 1 day at \$1,920.	5.33	.67	6.00
F. J. Leonard, of Washington, junior civil engineer, 3 months 15 days at \$1,800, 4 months 15 days at \$1,920.....	1,245.00	160.00	1,405.00
M. H. Wright, of California, junior structural engineer, 1 day at \$1,920.....	5.33	.67	6.00
Henry L. Lyman, of Idaho, junior structural engineer, 4 months 21 days at \$1,920.....	752.00	94.00	846.00
William G. Gwynn, of Maryland, temporary junior structural engineer, 1 month 5 days at \$1,920.....	186.67	23.33	210.00
Vincent P. Maher, of New York, junior architect, 8 months at \$1,920.....	1,280.00	160.00	1,440.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
<i>General office—Continued.</i>			
Eugene F. Langan, of Pennsylvania, junior civil engineer, 2 months 14 days at \$1,800.....	\$370.00	\$49.33	\$419.33
Harold J. W. Killen, of Pennsylvania, junior civil engineer, 4 months 6 days at \$1,800.....	630.00	84.00	714.00
W. J. Kerlin, of Iowa, junior civil engineer, 2 months 15 days at \$1,500, 4 months 15 days at \$1,800.....	987.50	140.00	1,127.50
Paul A. Kelly, of Vermont, junior civil engineer, 2 months 27 days at \$1,800.....	435.00	58.00	493.00
James J. Kelly, of New York, junior civil engineer, 7 months 17 days at \$1,800.....	1,135.00	151.33	1,286.33
Jasper A. Jackson, of Oklahoma, junior civil engineer, 3 months 15 days at \$1,920, 4 months 15 days at \$1,800.....	1,235.00	160.00	1,395.00
C. T. Holtzman, jr., of Virginia, junior civil engineer, 3 months 8 days at \$1,800.....	490.00	65.33	555.33
E. M. Hackney, of Georgia, junior civil engineer, 3 months 15 days at \$1,680, 4 months 15 days at \$1,800.....	1,165.00	160.00	1,325.00
Lawrence Gallagher, of Missouri, junior civil engineer, 8 months at \$1,800.....	1,200.00	160.00	1,360.00
Abraham C. Fisher, of Pennsylvania, junior civil engineer, 8 months at \$1,800.....	1,200.00	160.00	1,360.00
Robert E. Eddins, of Illinois, junior civil engineer, 8 months at \$1,800.....	1,200.00	160.00	1,360.00
H. L. Colbert, of Tennessee, junior civil engineer, 3 months 15 days at \$1,680, 4 months 15 days at \$1,800.....	1,165.00	160.00	1,325.00
J. M. Cohen, of New York, junior civil engineer, 2 months 14 days at \$1,800.....	370.00	49.33	419.33
Frank E. Cash, of Virginia, junior civil engineer, 1 month 5 days at \$1,800.....	175.00	23.33	198.33
Joseph P. Buckhannan, of Missouri, junior civil engineer, 3 months 15 days at \$1,680, 4 months 15 days at \$1,800.....	1,165.00	160.00	1,325.00
Albert Ascher, of New York, junior civil engineer, 1 month 24 days at \$1,800.....	270.00	36.00	306.00
John G. Strand, of Michigan, junior civil engineer, 3 months 15 days at \$1,680, 4 months 15 days at \$1,800.....	1,165.00	160.00	1,325.00
J. V. McElwee, of California, junior civil engineer, 7 months 11 days at \$1,800.....	1,105.00	147.34	1,252.34
William L. Copley, of District of Columbia, temporary junior civil engineer, 4 months at \$1,500; junior civil engineer, 1 month at \$1,500, 3 months at \$1,800.....	1,075.00	160.00	1,235.00
F. E. Wiles, of Maryland, temporary junior civil engineer, 26 days at \$1,800.....	130.00	17.33	147.33
Robert C. Spencer, of New York, junior civil engineer, 2 months 5 days at \$1,800.....	325.00	43.33	368.33
Herbert R. Grossman, of Kentucky, junior structural engineer, 6 months 17½ days at \$1,800.....	989.28	131.90	1,121.18
Wm. J. Quinsler, of Illinois, junior structural engineer, 7 months at \$1,800.....	1,050.00	140.00	1,190.00
Julius Levine, of Maryland, temporary junior structural engineer, 2 months 17 days at \$1,800.....	385.00	51.33	436.33
Norman B. Gwynn, of Maryland, temporary junior structural engineer, 1 month 6 days at \$1,800.....	180.00	24.00	204.00
E. E. Burkland, of Illinois, junior architect, 6 months 9 days at \$1,800.....	945.00	126.00	1,071.00
M. L. Schwartz, of New York, temporary junior architect, 2 months at \$1,800.....	300.00	40.00	340.00
R. B. Berry, of Maryland, temporary junior architect, 3 months 1½ days at \$1,800.....	458.57	61.14	519.71
William L. Siebel, of District of Columbia, junior architect, 3 months 28 days at \$1,800.....	590.00	78.67	668.67
Charles W. Laughlin, of Missouri, junior telegraph engineer, 2 months at \$1,800.....	300.00	40.00	340.00
R. A. Belinge, of California, telephone and telegraph inspector, 6 months 25 days at \$1,800.....	1,025.00	136.67	1,161.67
George S. Potter, of New York, senior land appraiser, 3 months 15 days at \$1,800.....	525.00	70.00	595.00
Harry J. Moran, of Illinois, senior land appraiser, 3 months 11 days at \$1,800.....	505.00	67.33	572.33
Bland G. Mitchell, of North Carolina, junior land appraiser, 3 months 15 days at \$1,680, 4 months 15 days at \$1,800.....	1,165.00	160.00	1,325.00
William C. Martin, of Georgia, junior land appraiser, 3 months at \$1,500; senior land appraiser, 3 months at \$1,800.....	825.00	120.00	945.00
Fred B. Skillin, of Massachusetts, junior land appraiser, 3 months at \$1,500; senior land appraiser, 3 months at \$1,800.....	825.00	120.00	945.00
Harry C. Holmes, of Kansas, temporary senior land appraiser, 3 months 3 days at \$1,800.....	465.00	62.00	527.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
<i>General office—Continued.</i>			
A. M. Keisling, of Tennessee, chief clerk, 2 months at \$2,100; senior clerk, 6 months at \$1,800.....	\$1,250.00	\$160.00	\$1,410.00
John E. Boice, of New York, chief clerk, 2 months at \$2,100; senior clerk, 6 months at \$1,800.....	1,250.00	160.00	1,410.00
Alvin Siegfried, of Minnesota, chief clerk, 2 months at \$2,100; senior clerk, 6 months at \$1,800.....	1,250.00	160.00	1,410.00
Carlton R. Willett, of Texas, senior clerk, 1 year at \$1,800.....	1,800.00	240.00	2,040.00
Paul P. Costello, of Tennessee, clerk, 3 months 15 days at \$1,680; senior clerk, 4 months 15 days at \$1,800.....	1,165.00	160.00	1,325.00
Charles V. Sivenius, of Oregon, clerk, 7 months at \$1,620; senior clerk, 5 months at \$1,800.....	1,695.00	240.00	1,935.00
W. E. Olinger, of Tennessee, clerk, 3 months 15 days at \$1,680; senior clerk, 4 months 15 days at \$1,800.....	1,165.00	160.00	1,325.00
Clarence P. Lewis, of New York, clerk, 7 months 15 days at \$1,740; senior clerk, 4 months 15 days at \$1,800.....	1,762.50	240.00	2,002.50
Charles W. Lund, of Florida, clerk, 9 months 15 days at \$1,620; senior clerk, 2 months 15 days at \$1,800.....	1,657.50	240.00	1,897.50
William H. Taylor, of Pennsylvania, clerk, 1 year at \$1,740.....	1,740.00	240.00	1,980.00
Robert L. Keuerstein, of Colorado, clerk, 7 months 15 days at \$1,620, 4 months 15 days at \$1,740.....	1,665.00	240.00	1,905.00
Nelson S. Perkins, of New York, junior structural engineer, 2 months 10 days at \$1,440, 4 months at \$1,740.....	860.00	126.67	986.67
Geo. W. Hardy, of Pennsylvania, junior civil engineer, 3 months at \$1,680.....	420.00	60.00	480.00
Brownie Brown, of Tennessee, junior civil engineer, 3 months 15 days at \$1,500, 3 months 15 days at \$1,680.....	927.50	140.00	1,067.50
John L. Bradford, of Missouri, junior civil engineer, 3 months 15 days at \$1,500, 4 months 15 days at \$1,680.....	1,067.50	160.00	1,227.50
Grover C. Thompson, of Missouri, junior civil engineer, 8 months at \$1,680.....	1,120.00	160.00	1,280.00
M. E. Sweeney, of California, junior civil engineer, 3 months 15 days at \$1,500, 4 months 15 days at \$1,680.....	1,067.50	160.00	1,227.50
Bernard C. McGee, of Tennessee, junior civil engineer, 3 months 15 days at \$1,500, 4 months 15 days at \$1,680.....	1,067.50	160.00	1,227.50
John Paul Shepherd, of Nebraska, junior civil engineer, 3 months 15 days at \$1,500, 4 months 15 days at \$1,680.....	1,067.50	160.00	1,227.50
Harry E. Thomas, of Pennsylvania, junior electrical engi- neer, 5 months 28 days at \$1,680.....	830.67	118.67	949.34
Joseph A. Fisher, of District of Columbia, junior mechanical engineer, 3 months 15 days at \$1,440, 4 months 15 days at \$1,680.....	1,050.00	160.00	1,210.00
Robert E. Buard, of Tennessee, junior architect, 19 days at \$1,680.....	88.67	12.67	101.34
Mera Riddel, of Missouri, draftsman, 4 months 15 days at \$1,500, 3 months 15 days at \$1,680.....	1,052.50	160.00	1,212.50
Raymond S. Danis, of Massachusetts, temporary junior land appraiser, 2 months 28 days at \$1,680.....	410.67	58.67	469.34
Robinson H. Harsh, of Arkansas, junior civil engineer, 2 months 15 days at \$1,320, 4 months 15 days at \$1,620.....	882.50	140.00	1,022.50
Bertha Hawk, of Kansas, junior clerk, 3 months 15 days at \$1,440; clerk, 4 months 15 days at \$1,620.....	1,027.50	160.00	1,187.50
Howard R. Rickenbrode, of Kansas, junior clerk, 3 months 15 days at \$1,440; clerk, 4 months 15 days at \$1,620.....	1,027.50	160.00	1,187.50
Gertrude A. Gildea, of Pennsylvania, clerk, 6 months 26 days at \$1,500, 5 months at \$1,620.....	1,533.33	237.33	1,770.66
J. Roland Follmer, of Pennsylvania, junior clerk, 2 months at \$1,200; clerk, 5 months 15 days at \$1,500, 4 months 15 days at \$1,620.....	1,495.00	240.00	1,735.00
Edwin V. Byrne, of Virginia, clerk, 15 days at \$1,620.....	67.50	10.00	77.50
Harry Yerrick, of Pennsylvania, clerk, 7 months 15 days at \$1,500, 4 months 15 days at \$1,620.....	1,545.00	240.00	1,785.00
William J. Tompkins, of Georgia, clerk, 7 months 15 days at \$1,500, 4 months 15 days at \$1,620.....	1,545.00	240.00	1,785.00
Mary Day Meloy, of New York, clerk, 1 year at \$1,620.....	1,620.00	240.00	1,860.00
Frank E. Cassidy, of California, junior civil engineer, 5 months 8 days at \$1,560.....	684.67	105.33	790.00
Albert M. Leahy, of Pennsylvania, junior civil engineer, 3 days at \$1,500.....	12.50	2.00	14.50
Bernhard N. Landeen, of Illinois, junior civil engineer, 6 months 15 days at \$1,500.....	812.50	130.00	942.50
Ernest A. Miner, of Rhode Island, junior civil engineer, 28 days at \$1,500.....	116.67	18.67	135.34
John N. Geyer, of Illinois, junior civil engineer, 4 months at \$1,500.....	500.00	80.00	580.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
General office—Continued.			
Joseph H. A. Dowd, of New York, junior civil engineer, 5 months 28 days at \$1,500.....	\$741.67	\$118.67	\$860.34
Oliver L. Doucet, of Nebraska, junior civil engineer, 26 days at \$1,500.....	108.34	17.34	125.68
Miles L. Brownell, of Iowa, junior civil engineer, 7 months at \$1,500.....	875.00	140.00	1,015.00
C. Evans Brooks, of District of Columbia, junior civil engineer, 8 months at \$1,500.....	1,000.00	160.00	1,160.00
Fred J. Bowes, of Maine, junior civil engineer, 3 months 7 days at \$1,500.....	404.17	64.67	468.84
Frederick H. Walck, of Pennsylvania, junior civil engineer, 3 months 20 days at \$1,500.....	458.33	73.33	531.66
Meyer J. Salomon, of Illinois, junior civil engineer, 3 months 21 days at \$1,500.....	462.50	74.00	536.50
Douglass O. Reed, of District of Columbia, junior civil engi- neer, 6 months 19 days at \$1,500.....	829.17	132.67	961.84
Max Osgood, of Massachusetts, junior civil engineer, 2 months 28 days at \$1,500.....	366.67	58.67	425.34
Martin A. Neumaier, of New York, junior civil engineer, 5 months 22 days at \$1,500.....	716.67	114.67	831.34
John W. Mangan, of New York, junior civil engineer, 3 months 11 days at \$1,500.....	420.83	67.33	488.16
Lynn H. Leslie, of Missouri, junior civil engineer, 3 months 22 days at \$1,500.....	466.67	74.67	541.34
Donald E. Gates, of District of Columbia, temporary junior structural engineer, 29 days at \$1,500.....	120.83	19.33	140.16
Samuel C. Belt, of Maryland, junior mechanical engineer, 25 days at \$1,500.....	104.17	16.67	120.84
Gilbert H. Wiley, of Virginia, junior mechanical engineer, 1 month 25 days at \$1,500.....	229.17	36.67	265.84
John J. O'Rourke, of Connecticut, junior mechanical engineer, 3 months 8 days at \$1,500.....	408.33	65.33	473.66
Benj. C. Cruickshanks, of District of Columbia, temporary junior mechanical engineer, 29 days at \$1,500.....	120.83	19.33	140.16
Irving Holtman, of Illinois, junior architect, 2 months 26 days at \$1,500.....	358.33	57.33	415.66
Max M. Micknovitz, of Ohio, junior architect, 6 months 3 days at \$1,500.....	762.50	122.00	884.50
John H. Oakes, of Kentucky, telephone and telegraph engi- neer, 6 months 22 days at \$1,500.....	841.67	134.67	976.34
Robert F. Brown, of District of Columbia, temporary account- ant, 21 days at \$1,500.....	87.50	14.00	101.50
Virgil E. Barley, of Missouri, temporary accountant, 24 days at \$1,500.....	100.00	16.00	116.00
Lawrence L. Fidalgo, of Massachusetts, junior land appraiser, 8 months at \$1,500.....	1,000.00	130.00	1,160.00
H. B. Pitts, of Pennsylvania, junior land appraiser, 3 months 15 days at \$1,380, 4 months 15 days at \$1,500.....	965.00	160.00	1,125.00
Arthur L. Maddox, of Tennessee, temporary junior land appraiser, 26 days at \$1,500.....	108.33	17.33	125.66
Edward B. Larsen, of Illinois, clerk, 7 months at \$1,500.....	875.00	140.00	1,015.00
William A. Knight, of Mississippi, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Emma B. C. Kloth, of Illinois, clerk, 7 months at \$1,500.....	875.00	140.00	1,015.00
Harold Kiesling, of Wisconsin, clerk, 6 months 29½ days at \$1,500.....	873.21	139.71	1,012.92
Max J. Guerth, of New Jersey, clerk, 11 months 29 days at \$1,500.....	1,495.83	239.33	1,735.16
Edythe M. Groh, of Missouri, clerk, 8 months at \$1,500.....	1,000.00	160.00	1,160.00
Bert Ford, of Illinois, clerk, 6 months 27½ days at \$1,500.....	865.48	138.48	1,003.96
Catherine M. Etter, of District of Columbia, clerk, 8 months 10 days at \$1,500.....	1,041.67	166.67	1,208.34
Arthur L. Dismon, of New York, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Doris M. Costello, of Tennessee, clerk, 8 months at \$1,500.....	1,000.00	160.00	1,160.00
May E. Cavanagh, of California, clerk, 4 months 10 days at \$1,500.....	541.67	86.67	628.34
Alice F. Wolfberg, of Missouri, clerk, 8 months at \$1,500.....	1,000.00	160.00	1,160.00
Edwin J. Sutphen, of New York, clerk, 1 month 24 days at \$1,500.....	225.00	36.00	261.00
R. Nelson Simmons, of Minnesota, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
Minnie B. Powell, of New York, clerk, 8 months at \$1,500.....	1,000.00	160.00	1,160.00
Paul Lindsey, of Virginia, clerk, 8 months at \$1,500.....	1,000.00	160.00	1,160.00
Norina M. Lenzi, of Massachusetts, clerk, 1 year at \$1,500.....	1,500.00	240.00	1,740.00
M. E. Guilbault, of Colorado, junior clerk, 5 months 15 days at \$1,380; clerk, 2 months 15 days at \$1,500.....	945.00	160.00	1,105.00

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Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
<i>General office—Continued.</i>			
Cora L. Severe, of Iowa, junior clerk, 3 months 15 days at \$1,440; clerk, 4 months 15 days at \$1,500.....	\$982.50	\$160.00	\$1,142.50
Estella E. Schild, of Indiana, junior clerk, 2 months at \$1,200, 5 months 15 days at \$1,320; clerk, 4 months 15 days at \$1,500.	1,367.50	240.00	1,607.50
Newell B. Hamilton, of Michigan, junior civil engineer, 1 month 16 days at \$1,440.....	184.00	30.67	214.67
Henrietta Hill, of Kansas, junior clerk, 8 months at \$1,440....	960.00	160.00	1,120.00
Mary E. Hyde, of New York, junior clerk, 1 month 15 days at \$1,200, 8 months at \$1,320, 2 months 15 days at \$1,440.....	1,330.00	240.00	1,570.00
Marguerite E. McGinn, of District of Columbia, junior clerk, 8 months at \$1,440.....	960.00	160.00	1,120.00
Bertha V. Miller, of Missouri, junior clerk, 3 months 15 days at \$1,320, 4 months 15 days at \$1,440.....	925.00	160.00	1,085.00
Etna R. Moberly, of Kansas, junior clerk, 3 months 15 days at \$1,320, 4 months 15 days at \$1,440.....	925.00	160.00	1,085.00
Anna M. O'Connor, of Illinois, junior clerk, 2 months 15 days at \$1,320, 4 months 15 days at \$1,440.....	815.00	140.00	955.00
Raymond F. Potter, of West Virginia, junior clerk, 3 months 15 days at \$1,320, 4 months 15 days at \$1,440.....	925.00	160.00	1,085.00
Leona B. Rabbitt, of Maryland, junior clerk, 7 months 15 days at \$1,380, 4 months 15 days at \$1,440.....	1,402.50	240.00	1,642.50
Marie C. Schulze, of District of Columbia, junior clerk, 3 months 15 days at \$1,320, 4 months 15 days at \$1,440.....	925.00	160.00	1,085.00
Esther Snyder, of District of Columbia, junior clerk, 2 months at \$1,440.....	240.00	40.00	280.00
Laura E. Terry, of Missouri, junior clerk, 5 months 12 days at \$1,440.....	648.00	108.00	756.00
Perla H. Wolf, of District of Columbia, junior clerk, 8 months at \$1,440.....	960.00	160.00	1,120.00
Belle Faris, of Tennessee, junior clerk, 3 months 15 days at \$1,380, 4 months 15 days at \$1,440.....	942.50	160.00	1,102.50
M. L. Gibney, of California, junior clerk, 5 months 15 days at \$1,320, 2 months 15 days at \$1,440.....	905.00	160.00	1,065.00
Ginevra M. Gilmore, of West Virginia, junior clerk, 8 months at \$1,440.....	960.00	160.00	1,120.00
Cleo I. Mardfeldt, of District of Columbia, junior clerk, 3 months 15 days at \$1,320, 4 months 15 days at \$1,380.....	902.50	160.00	1,062.50
Leone Pursel, of Missouri, junior clerk, 3 months 15 days at \$1,200, 4 months 15 days at \$1,380.....	867.50	160.00	1,027.50
A. Mabel Stiles, of New Jersey, junior clerk, 1 year at \$1,380..	1,380.00	240.00	1,620.00
Ord L. Strayer, of Virginia, junior clerk, 3 months 15 days at \$1,320, 4 months 15 days at \$1,380.....	902.50	160.00	1,062.50
Mary T. Wade, of Tennessee, junior clerk, 8 months at \$1,380..	920.00	160.00	1,080.00
Horace W. Allyn, of Wisconsin, junior clerk, 7 months 15 days at \$1,200, 4 months 15 days at \$1,380.....	1,267.50	240.00	1,507.50
R. Snyder Bowman, of Virginia, junior clerk, 8 months at \$1,380.....	920.00	160.00	1,080.00
Harry Dunn, of Tennessee, junior clerk, 3 months 15 days at \$1,200, 4 months 15 days at \$1,380.....	867.50	160.00	1,027.50
Raymond A. Egner, of Maryland, junior clerk, 8 months at \$1,380.....	920.00	160.00	1,080.00
Eva C. Fansher, of Missouri, junior clerk, 3 months 15 days at \$1,320, 3 months 7 days at \$1,380.....	756.83	134.67	891.50
Helen S. Finn, of District of Columbia, junior clerk, 7 months 15 days at \$1,200, 4 months 15 days at \$1,380.....	1,267.50	240.00	1,507.50
Samuel Ginsburg, of Massachusetts, junior clerk, 7 months 15 days at \$1,200, 4 months 15 days at \$1,380.....	1,267.50	240.00	1,507.50
Mary W. Henderson, of Maryland, junior clerk, 3 months 15 days at \$1,320, 4 months 15 days at \$1,380.....	902.50	160.00	1,062.50
Lillie M. Hinkle, of Tennessee, junior clerk, 5 months 8 days at \$1,380.....	607.86	105.71	713.57
E. G. Wall, of Missouri, junior civil engineer, 1 month 17 days at \$1,320.....	172.33	31.33	203.66
Francis C. Goss, of Texas, junior civil engineer, 4 days at \$1,320.	14.67	2.67	17.34
Irene A. Lequam, of Illinois, junior clerk, 3 months 15 days at \$1,200, 15 days at \$1,320.....	405.00	80.00	485.00
Ruth K. Medley, of District of Columbia, junior clerk, 8 months at \$1,320.....	880.00	160.00	1,040.00
Gertrude M. Neff, of Tennessee, junior clerk, 3 months 15 days at \$1,200, 4 months 15 days at \$1,320.....	845.00	160.00	1,005.00
Odelle Oliver, of Tennessee, junior clerk, 3 months 15 days at \$1,200, 4 months 15 days at \$1,320.....	845.00	160.00	1,005.00
Bessie Perry, of Tennessee, junior clerk, 3 months 15 days at \$1,200, 4 months 15 days at \$1,320.....	845.00	160.00	1,005.00
Dorothy Rittenhouse, of District of Columbia, junior clerk, 4 months 15 days at \$1,200, 3 months at \$1,320.....	780.00	150.00	930.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
General office—Continued.			
K. M. Sagester, of Tennessee, junior clerk, 3 months 15 days at \$1,200, 4 months 15 days at \$1,320.....	\$845.00	\$160.00	\$1,005.00
Isia Schotts, of Tennessee, junior clerk, 3 months 15 days at \$1,200, 4 months 15 days at \$1,320.....	845.00	160.00	1,005.00
Mabel P. Sneed, of Missouri, junior clerk, 8 months at \$1,320.....	880.00	160.00	1,040.00
H. R. Thielmeyer, of California, junior clerk, 2 months 15 days at \$1,320.....	275.00	50.00	325.00
Abbie Todd, of Tennessee, junior clerk, 3 months 15 days at \$1,200, 4 months 15 days at \$1,320.....	845.00	160.00	1,005.00
Ruth Marie Umstead, of Missouri, junior clerk, 3 months 15 days at \$1,200, 4 months 15 days at \$1,320.....	845.00	160.00	1,005.00
Frank G. Wilson, of Pennsylvania, junior clerk, 6 months 15 days at \$1,200, 4 months 15 days at \$1,320.....	1,145.00	220.00	1,365.00
Ruth W. Wilson, of Illinois, junior clerk, 4 months 15 days at \$1,320.....	495.00	90.00	585.00
Charles B. Wood, of District of Columbia, junior clerk, 9 months 15 days at \$1,200, 2 months 15 days at \$1,320.....	1,225.00	240.00	1,465.00
Maud Lucille Allen, of Missouri, junior clerk, 6 months 17½ days at \$1,320.....	724.17	132.66	856.83
Margaret Chace, of Illinois, junior clerk, 7 months at \$1,320.....	770.00	140.00	910.00
C. E. Coffenberger, of Missouri, junior clerk, 8 months at \$1,320.....	880.00	160.00	1,040.00
Eva F. Fahlguest, of Washington, junior clerk, 3 months 15 days at \$1,200, 4 months 15 days at \$1,320.....	845.00	160.00	1,005.00
Doris M. Gaskins, of District of Columbia, junior clerk, 5 months at \$1,320.....	550.00	100.00	650.00
Charles Geschickter, of District of Columbia, junior clerk, 5 months 22 days at \$1,320.....	630.67	114.67	745.34
Evelyn M. Koshnick, of Wisconsin, junior clerk, 2 months 2½ days at \$1,320.....	230.08	41.83	271.91
Margaret M. Cahill, of Florida, under clerk, 3 months 15 days at \$1,140; junior clerk, 4 months 15 days at \$1,320.....	827.50	160.00	987.50
Gladys Underkofer, of Wisconsin, under clerk, 1 month 15 days at \$1,020; junior clerk, 8 months at \$1,200, 2 months 15 days at \$1,320.....	1,202.50	240.00	1,442.50
C. E. Leasure, of District of Columbia, temporary junior civil engineer, 3 months 2½ days at \$1,200.....	308.57	61.70	370.27
James R. Griest, of District of Columbia, temporary junior signal engineer, 2 months 26½ days at \$1,200.....	288.57	57.71	346.28
Leslie M. Miller, of Virginia, junior clerk, 7 months 15 days at \$1,200.....	750.00	150.00	900.00
Harriet S. Beasley, of District of Columbia, junior clerk, 5 months 26 days at \$1,200.....	586.67	117.33	704.00
John S. Higgins, of Missouri, junior clerk, 2 months 23 days at \$1,200.....	276.67	55.33	332.00
Mary M. Hay, of Pennsylvania, junior clerk, 7 months 15 days at \$1,200.....	750.00	150.00	900.00
Grace N. Hamilton, of Ohio, junior clerk, 4 months 15 days at \$1,200.....	450.00	90.00	540.00
Edna A. Hamilton, of Ohio, junior clerk, 5 months 8 days, at \$1,200.....	526.67	105.33	632.00
Alice E. Gaylord, of Michigan, junior clerk, 5 months 26 days at \$1,200.....	586.67	117.33	704.00
Verna Evans, of Pennsylvania, junior clerk, 3 months 15 days at \$1,200.....	350.00	70.00	420.00
Helen Dean, of Massachusetts, junior clerk, 3 months 15 days at \$1,200.....	350.00	70.00	420.00
John Andrew Daly, of Louisiana, junior clerk, 1 month 11 days at \$1,200.....	136.67	27.33	164.00
Edith E. Currier, of Maine, junior clerk, 7 months at \$1,200.....	700.00	140.00	840.00
William H. Cook, of Virginia, junior clerk, 1 year at \$1,200.....	1,200.00	240.00	1,440.00
Samuel H. Carter, of Maine, junior clerk, 5 months 15 days at \$1,200.....	550.00	110.00	660.00
Hazel A. Burch, of Florida, junior clerk, 5 months 24 days at \$1,200.....	580.00	116.00	696.00
Mary E. Bechdolt, of Ohio, junior clerk, 5 months 15 days at \$1,200.....	550.00	110.00	660.00
Rose Folkman, of Illinois, junior clerk, 2 months at \$1,200.....	200.00	40.00	240.00
Helen V. Barbee, of New York, junior clerk, 7 months 8 days at \$1,200.....	726.67	145.33	872.00
Gladys E. Alpern, of Illinois, junior clerk, 7 months at \$1,200.....	700.00	140.00	840.00
Irma H. Watts, of Tennessee, junior clerk, 8 months at \$1,200.....	800.00	160.00	960.00
Harriet L. Swan, of Alabama, junior clerk, 5 months 13 days at \$1,200.....	543.33	108.67	652.00
Frank S. Shea, of Connecticut, junior clerk, 6 months 18½ days at \$1,200.....	661.42	132.29	793.71
Vivian Rouke, of Iowa, junior clerk, 6 months 19 days at \$1,200.....	663.33	132.67	796.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
<i>General office—Continued.</i>			
Anna M. Root, of Iowa, junior clerk, 7 days at \$1,200.....	\$23.33	\$4.67	\$28.00
Henry C. Peschke, of District of Columbia, junior clerk, 2 months at \$1,200.....	200.00	40.00	240.00
Evelyn Moriarty, of Illinois, junior clerk, 7 months at \$1,200...	700.00	140.00	840.00
Maria C. McNiff, of Massachusetts, junior clerk, 1 year at \$1,200.	1,200.00	240.00	1,440.00
Michael F. McCarthy, of New York, junior clerk, 7 months 24 days at \$1,200.....	780.00	156.00	936.00
Ruth F. Little, District of Columbia, junior clerk, 7 months 15 days at \$1,200.....	750.00	150.00	900.00
A. Linquist, of California, junior clerk, 8 months at \$1,200.....	800.00	160.00	960.00
Hazel M. Leizear, of District of Columbia, junior clerk, 8 months at \$1,200.....	800.00	160.00	960.00
Mattie E. Lawrence, of District of Columbia, temporary junior clerk, 2 months 11 days at \$1,200.....	236.67	47.33	284.00
Mabel R. Johnson, of Mississippi, temporary junior clerk, 2 months 7 days at \$1,200.....	223.33	44.67	268.00
Richard J. Gross, of Ohio, temporary junior clerk, 1 month 4½ days at \$1,200.....	115.95	23.18	139.13
Fred P. Davis, of New Hampshire, temporary junior clerk, 1 month 6 days at \$1,200.....	120.00	24.00	144.00
Mary E. Beahm, of Virginia, temporary junior clerk, 2 months 23 days at \$1,200.....	276.67	55.33	332.00
Robert L. Terrell, of Virginia, junior clerk, 5 months 27 days at \$1,200.....	590.00	118.00	708.00
Louise Stockett, of District of Columbia, temporary junior clerk, 2 months 28 days at \$1,200.....	293.33	58.67	352.00
Clifford J. Sowers, of District of Columbia, temporary junior clerk, 1 month 13½ days at \$1,200.....	145.49	29.08	174.57
Edw. E. Loving, of District of Columbia, temporary junior clerk, 2 months 26 days at \$1,200.....	286.67	57.33	344.00
Allie M. Kelly, of District of Columbia, under clerk, 7 months 9 days at \$1,020; junior clerk, 4 months 15 days at \$1,200.....	1,070.50	236.00	1,306.50
Philip R. E. Hatton, of District of Columbia, temporary under clerk, 25 days at \$1,020; temporary junior civil engi- neer, 3 months 14 days at \$1,200.....	417.50	86.00	503.50
Charles A. Furst, of Washington, under clerk, 3 months 20 days at \$1,080; junior clerk, 1 month at \$1,200.....	430.00	93.33	523.33
Charles L. Doherty, of New York, under clerk, 4 months 10 days at \$1,020; junior clerk, 3 months at \$1,200.....	668.33	146.67	815.00
Grace Collins, of Tennessee, under clerk, 2 months at \$900; junior clerk, 5 months 1 day at \$1,200.....	653.33	140.67	794.00
R. T. Chapman, of Colorado, under clerk, 3 months 15 days at \$1,140; junior clerk, 4 months 15 days at \$1,200.....	782.50	160.00	942.50
Miriam B. Abell, of Maryland, under clerk, 3 months 1 day at \$1,020; junior clerk, 2 months at \$1,200.....	457.83	100.67	558.50
Erma Warrington, of Virginia, under clerk, 9 months 15 days at \$1,080; junior clerk, 2 months 15 days at \$1,200.....	1,105.00	240.00	1,345.00
Mabel Mayon, of California, under clerk, 2 months at \$1,140; junior clerk, 5 months 24 days at \$1,200.....	770.00	156.00	926.00
Arthur T. Mark, of District of Columbia, under clerk, 6 months at \$1,080; junior clerk, 6 months at \$1,200.....	1,140.00	240.00	1,380.00
Alma Macardhy, of Tennessee, under clerk, 3 months 15 days at \$1,080; junior clerk, 4 months 15 days at \$1,200.....	765.00	160.00	925.00
Floyd E. Rice, of Illinois, under clerk, 3 months 26 days at \$1,020; 2 months 15 days at \$1,140.....	566.17	127.33	693.50
Olive C. Malone, of Tennessee, under clerk, 1 month 10 days at \$1,140.....	126.67	26.67	153.34
Lydia J. Osborn, of New York, under clerk, 6 months 15 days at \$1,080.....	585.00	130.00	715.00
Mary I. Soule, of Missouri, under clerk, 1 month 15 days at \$1,080.....	135.00	30.00	165.00
Arthur V. Friedman, of Nebraska, under clerk, 2 months 24 days at \$1,020; 7 days at \$1,080.....	259.00	60.67	319.67
Belden S. Howell, of New York, under clerk, 4 months 4 days at \$1,020.....	351.33	82.67	434.00
Nettie Forrest, of Louisiana, under clerk, 3 months 29 days at \$1,020.....	337.17	79.33	416.50
Nettie S. Embrey, of District of Columbia, under clerk, 1 month 27 days at \$1,020.....	161.50	38.00	199.50
John A. Prior, of Rhode Island, under clerk, 1 month 10 days at \$1,020.....	113.33	26.67	140.00
Ruth B. Crabtree, of Florida, under clerk, 21½ days at \$1,020.	60.12	14.14	74.26
James Francis Bush, of Maryland, under clerk, 5 months 28 days at \$1,020.....	504.33	118.67	623.00
Elizabeth A. Buck, of Virginia, under clerk, 1 year at \$1,020...	1,020.00	240.00	1,260.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
General office—Continued.			
Ruth A. Ambrose, of Virginia, under clerk, 4 months 23 days at \$1,020.....	\$405.17	\$95.33	\$500.50
Verna R. Williams, of Illinois, under clerk, 5 months 15 days at \$1,020.....	467.50	110.00	577.50
Catherine M. Stubbs, of Maryland, under clerk, 4 months 14 days at \$1,020.....	379.67	89.33	469.00
Susie E. Reynolds, of Maryland, under clerk, 4 months 29 days at \$1,020.....	422.17	99.33	521.50
Alvin L. Perrie, of Maryland, under clerk, 4 months 4 days at \$900; 1 month 21 days at \$1,020.....	454.50	116.67	571.17
Florence M. Laing, of West Virginia, temporary under clerk, 2 months at \$1,020.....	170.00	40.00	210.00
Katherine M. Krauder, of Virginia, temporary under clerk, 2 months at \$1,020.....	170.00	40.00	210.00
Francis J. Keliher, of District of Columbia, temporary under clerk, 2 months $2\frac{2}{3}$ days at \$1,020.....	172.53	40.59	213.12
Harold C. Jackson, of District of Columbia, temporary under clerk, 2 months 11 days at \$1,020.....	201.17	47.33	248.50
O. W. Hughes, of Ohio, temporary under clerk, 9 days at \$1,020.....	25.50	6.00	31.50
John A. Hughes, of District of Columbia, temporary under clerk, 6 days at \$1,020.....	17.00	4.00	21.00
Mary L. Howell, of Mississippi, temporary under clerk, 3 months 2 days at \$1,020.....	260.67	61.33	322.00
Ewart A. Hester, of District of Columbia, temporary under clerk, 1 month $7\frac{1}{2}$ days at \$1,020.....	106.26	24.99	131.25
Berdye L. Hayes, of Virginia, temporary under clerk, 28 days at \$1,020.....	79.33	18.67	98.00
Percy W. Graves, of Kansas, temporary under clerk, 13 $\frac{1}{2}$ days at \$1,020.....	38.25	9.00	47.25
Ethel L. Goode, of District of Columbia, temporary under clerk, 17 days at \$1,020.....	48.17	11.33	59.50
Mabel C. Gill, of Missouri, temporary under clerk, 1 month 27 days at \$1,020.....	161.50	38.00	199.50
Katherine L. Gibson, of District of Columbia, temporary under clerk, 1 month 10 days at \$1,020.....	113.33	26.67	140.00
Gertrude A. Gayetty, of District of Columbia, temporary under clerk, 1 month 19 days at \$1,020.....	138.84	32.66	171.50
Wolfe L. Friedman, of Georgia, temporary under clerk, 4 months $5\frac{1}{2}$ days at \$1,020.....	354.38	83.37	437.75
Freda M. Fischer, of District of Columbia, temporary under clerk, 1 month 18 days at \$1,080.....	136.00	32.00	168.00
Marie E. Feldbush, of District of Columbia, temporary under clerk, 2 months at \$1,020.....	170.00	40.00	210.00
Leland M. Evans, of Utah, temporary under clerk, 14 days at \$1,020.....	39.67	9.33	49.00
Floyd D. Elmore, of Maryland, temporary under clerk, 2 months 4 days at \$1,020.....	181.34	42.66	224.00
Paula M. Edelen, of Maryland, temporary under clerk, 2 months 18 $\frac{1}{2}$ days at \$1,020.....	222.62	52.38	275.00
James L. Doran, of New York, temporary under clerk, 26 days at \$1,020.....	73.67	17.33	91.00
Joseph M. Crisp, of District of Columbia, temporary under clerk, 15 days at \$1,020.....	42.50	10.00	52.50
Lawrence D. Connor, of District of Columbia, temporary under clerk, 1 month 11 days at \$1,020.....	116.17	27.33	143.50
Cranfill H. Collier, of Texas, temporary under clerk, 26 days at \$1,020.....	73.67	17.33	91.00
James F. Coleman, of District of Columbia, temporary under clerk, 1 month 6 $\frac{1}{2}$ days at \$1,020.....	103.42	24.33	127.75
George R. Bruce, of District of Columbia, temporary under clerk, 24 $\frac{1}{2}$ days at \$1,020.....	69.45	16.33	85.78
Minnie J. Browning, of District of Columbia, temporary under clerk, 1 month 28 days at \$1,020.....	164.33	38.67	206.00
Oliver S. Boswell, jr., of Maryland, temporary under clerk, 1 month 11 days at \$1,020.....	116.17	27.33	143.50
R. T. Bonnin, of Utah, temporary under clerk, 1 month 9 $\frac{1}{2}$ days at \$1,020.....	111.92	26.33	138.25
Howard E. Black, of District of Columbia, temporary under clerk, 6 months 13 days at \$1,029; under clerk, 15 days at \$1,020.....	589.34	138.66	728.00
Nettie J. Beach, of District of Columbia, temporary under clerk, 1 month 11 days at \$1,020.....	116.17	27.33	143.50
Julia Baum, of District of Columbia, temporary under clerk, 1 month 14 days at \$1,020.....	124.67	29.33	154.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
<i>General office—Continued.</i>			
Mary I. Allnutt, of Maryland, temporary under clerk, 1 month 2½ days at \$1,020.....	\$92.68	\$21.80	\$114.48
Warren Adams, of Maryland, temporary under clerk, 6 days at \$1,020.....	17.00	4.00	21.00
Margaret B. Wyatt, of West Virginia, temporary under clerk, 2 months 24 days at \$1,020.....	238.00	56.00	294.00
Charles Worthy, of Indiana, temporary under clerk, 2 months 28 days at \$1,020.....	249.33	58.67	308.00
Harold B. Willey, of Oregon, temporary under clerk, 3 months 26½ days at \$1,020.....	330.09	77.66	407.75
Ada R. Will, of Virginia, temporary under clerk, 1 month 23 days at \$1,020.....	150.17	35.33	185.50
Alice Warman, of West Virginia, temporary under clerk, 1 month 28 days at \$1,020.....	164.33	38.67	203.00
Henry L. Von Ahn, of Virginia, temporary under clerk, 6 months 27 days at \$1,020.....	586.50	138.00	724.50
Louis H. Towbes, of District of Columbia, temporary under clerk, 21 days at \$1,020.....	59.50	14.00	73.50
Leo Tooley, of Ohio, temporary under clerk, 8 days at \$1,020.....	22.67	5.33	28.00
Hugh R. Thompson, of Maryland, temporary under clerk, 23 days at \$1,020, under clerk, 2 months 3½ days at \$1,020.....	245.09	57.66	302.75
Clementine L. Stenger, of Indiana, temporary under clerk, 2 months 28 days at \$1,020.....	249.33	58.67	308.00
Edward C. Smith, of Mississippi, temporary under clerk, 2 months 5½ days at \$1,020.....	184.97	43.52	228.49
Elizabeth Smart, of Illinois, temporary under clerk, 1 month 29 days at \$1,020.....	167.17	39.33	206.50
Florence M. Shipton, of District of Columbia, temporary under clerk, 2 months 17 days at \$1,020.....	218.17	51.33	269.50
Ernest S. Shepard, of District of Columbia, temporary under clerk, 6 months 1 day at \$1,020.....	512.84	120.66	633.50
Roid A. Rogers, of District of Columbia, temporary under clerk, 24 days at \$1,020.....	68.00	16.00	84.00
Charles L. Roetschi, of District of Columbia, temporary under clerk, 3 months 6½ days at \$1,020.....	273.21	64.27	337.48
Anna E. Robertson, of New York, temporary under clerk, 1 month 27½ days at \$1,020.....	162.92	38.33	201.25
Cora E. Robbins, of District of Columbia, temporary under clerk, 1 month 28 days at \$1,020.....	164.33	38.67	203.00
Vernon C. Richardson, of Mississippi, temporary under clerk, 13 days at \$1,020.....	36.84	8.66	45.50
Frances L. Richards, of District of Columbia, temporary under clerk, 1 month 17 ½ days at \$1,020.....	135.38	31.85	167.23
Erma G. Richards, of District of Columbia, temporary under clerk, 1 month 15 days at \$1,020.....	127.50	30.00	157.50
James A. Redden, of Massachusetts, temporary under clerk, 2 months 4 days at \$1,020.....	181.34	42.66	224.00
Bertha E. Reamy, of District of Columbia, temporary junior clerk, 1 month 11 days at \$1,200; under clerk, 28 days at \$1,020.....	216.00	46.00	262.00
Oliver C. Pullman, of District of Columbia, temporary under clerk, 4 months 19 days at \$1,020.....	393.84	92.66	486.50
Addison D. Peyton, of District of Columbia, temporary under clerk, 1 month 17 ¾ days at \$1,020; under clerk, 2 months at \$1,020.....	304.99	71.75	376.74
Paul J. Parks, of Pennsylvania, temporary under clerk, 21 days at \$1,020.....	59.50	14.00	73.50
James F. O'Loughlin, of Maine, temporary under clerk, 6 days at \$1,020.....	17.00	4.00	21.00
Bernard Notes, of District of Columbia, temporary under clerk, 28 days at \$1,020.....	79.33	18.67	98.00
James H. Nolan, jr., of Rhode Island, temporary under clerk, 1 month 27 days at \$1,020.....	161.50	38.00	199.50
Robert J. Murdock, of District of Columbia, temporary under clerk, 25½ days at \$1,020.....	72.46	17.04	89.50
Warren A. Mose, of District of Columbia, temporary under clerk, 20 days at \$1,020.....	56.67	13.33	70.00
Albert A. Miller, of Maryland, under clerk, 6 months 4 days at \$1,020.....	521.33	122.67	644.00
Thomas M. Martin, of Rhode Island, temporary under clerk, 9 days at \$1,020.....	25.50	6.00	31.50
Michael J. Madden, of New York, temporary under clerk, 20 days at \$1,020.....	56.67	13.33	70.00
Margaret McGarry, of Maryland, temporary under clerk, 2 months 3 days at \$1,020.....	178.50	42.00	220.50

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
<i>General office—Continued.</i>			
S. McCartney, of Alabama, temporary under clerk, 5 days at \$1,020.....	\$14. 17	\$3. 33	\$17. 50
Chester M. Leland, of District of Columbia, temporary under clerk, 1 month 9 days at \$1,020.....	110. 50	26. 00	136. 50
Frank J. Kennedy, of Massachusetts, under clerk, 2 months 11 days at \$900.....	177. 50	47. 33	224. 83
Gladys N. Anderson, of Massachusetts, under clerk, 2 months 26 days at \$900.....	215. 00	57. 33	272. 33
Ogden H. Donellan, of District of Columbia, under clerk, 1 month 15 days at \$600, 3 months 3 days at \$900.....	307. 50	92. 00	399. 50
Alexander Bell, of District of Columbia, unskilled laborer, 8 months at \$720.....	480. 00	160. 00	640. 00
Herbert Hamilton, of District of Columbia, unskilled laborer, 8 month at \$720.....	480. 00	160. 00	640. 00
Louis M. Crabill, of Virginia, messenger boy, 6 months 11 days at \$600; underclerk, 3 months 15 days at \$600.....	493. 34	197. 34	690. 68
Frank S. Waple, of District of Columbia, messenger boy, 6 months at \$480, 6 months at \$600.....	540. 00	240. 00	780. 00
Norman A. Marceron, of District of Columbia, messenger boy, 1 year at \$480.....	480. 00	240. 00	720. 00
Robert J. Kemp, of District of Columbia, messenger boy, 1 month at \$420.....	35. 00	20. 00	55. 00
John W. McVicker, of West Virginia, messenger boy, 1 month 12 days at \$420.....	49. 00	28. 00	77. 00
Stanely B. Morrison, of District of Columbia, messenger boy, 2 months 6 days at \$420.....	77. 00	44. 00	121. 00
Joseph F. Sullivan, of District of Columbia, messenger boy, 4 months 6 days at \$420.....	147. 00	84. 00	231. 00
Raymond L. Trego, of District of Columbia, messenger boy, 15 days at \$420.....	17. 50	10. 00	27. 50
Alton Watts, of District of Columbia, messenger boy 7 months 10 days at \$420.....	256. 67	146. 67	403. 34
Albert E. Corley, of District of Columbia, messenger boy, 11 months at \$420.....	385. 00	220. 00	605. 00
John H. Glotzbach, of District of Columbia, messenger boy, 6 months 22 days at \$420.....	235. 67	134. 67	370. 34
Carl E. Goetzinger, of District of Columbia, messenger boy, 7 months 15 days at \$420.....	262. 50	150. 00	412. 50
Raymond A. Horstkamp, of District of Columbia, messenger boy, 4 months 15 days at \$420.....	157. 50	90. 00	247. 50
William R. Hill, of District of Columbia, temporary messenger boy, 2 months 26 days at \$420.....	100. 33	57. 33	157. 66
<i>Eastern district.</i>			
Edwin F. Wendt, of Pennsylvania, member engineering board, 4 months at \$9,000.....	3,000. 00		3,000. 00
Charles H. Spencer, of District of Columbia, district engineer, 4 months at \$6,000.....	2,000. 00		2,000. 00
Benjamin T. Elmore, of Virginia, assistant district engineer, 4 months at \$5,000.....	1,666. 64		1,666. 64
Wilbur P. Richardson, of Pennsylvania, senior mechanical engineer, 4 months at \$4,500.....	1,500. 00		1,500. 00
Warrick R. Edwards, of Maryland, senior structural engineer, 4 months at \$4,500.....	1,500. 00		1,500. 00
Thomas B. Smith, of Pennsylvania, senior electrical engineer, 4 months at \$3,600.....	1,200. 00		1,200. 00
W. M. Hoover, of Pennsylvania, senior civil engineer, 4 months at \$3,600.....	1,200. 00		1,200. 00
Ray Howard Rice, of Virginia, senior architect, 4 months at \$3,000.....	1,000. 00		1,000. 00
Herbert J. Ord, of New York, senior structural engineer, 4 months at \$3,000.....	1,000. 00		1,000. 00
Alva G. Nye, of New York, senior signal engineer, 4 months at \$3,000.....	1,000. 00		1,000. 00
Charles A. Knowles, of Connecticut, senior civil engineer, 4 months at \$3,000.....	1,000. 00		1,000. 00
Herman O. Weiss, of New York, senior mechanical engineer, 4 months at \$2,700.....	900. 00	13. 32	913. 32
Alfred W. Booth, of New Jersey, senior civil engineer, 4 months at \$2,700.....	900. 00	13. 32	913. 32
Frederick W. Amadon, of Connecticut, senior civil engineer, 4 months at \$2,700.....	900. 00	13. 32	913. 32
Edward E. Richardson, of District of Columbia, senior inspector motive power, 4 months at \$2,400.....	800. 00	80. 00	880. 00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
<i>Eastern district—Continued.</i>			
John P. Moore, of Pennsylvania, senior electrical engineer, 4 months at \$2,400.....	\$800.00	\$80.00	\$880.00
Albert Korte, of Pennsylvania, senior architect, 4 months at \$2,400.....	800.00	80.00	880.00
James S. Henderson, of New York, senior inspector car equip- ment, 4 months at \$2,400.....	800.00	80.00	880.00
Ayden A. Dibble, of New York, senior civil engineer, 4 months at \$2,400.....	800.00	80.00	880.00
Bernard B. Caviston, of New York, senior signal engineer, 4 months at \$2,400.....	800.00	80.00	880.00
Herbert F. Campbell, of Pennsylvania, senior mechanical en- gineer, 4 months at \$2,400.....	800.00	80.00	880.00
William T. Brooks, of Maryland, senior civil engineer, 4 months at \$2,400.....	800.00	80.00	880.00
Roger T. Boyden, of Massachusetts, senior civil engineer, 4 months at \$2,400.....	800.00	80.00	880.00
George P. Bogue, of Maine, senior architect, 4 months at \$2,400.....	800.00	80.00	880.00
Frank H. Becherer, of New York, senior mechanical engineer, 4 months at \$2,400.....	800.00	80.00	880.00
Lawrence H. Allen, of Massachusetts, senior civil engineer, 4 months at \$2,400.....	800.00	80.00	880.00
Raymond V. Root, of Connecticut, senior civil engineer, 4 months at \$2,280.....	760.00	80.00	840.00
John Reimann, of Connecticut, senior civil engineer, 4 months at \$2,280.....	760.00	80.00	840.00
Martin Osyer, of New York, senior civil engineer, 4 months at \$2,280.....	760.00	80.00	840.00
Harold H. Howland, of Massachusetts, senior civil engineer, 4 months at \$2,280.....	760.00	80.00	840.00
Benjamin Paul Burtis, of New Jersey, senior civil engineer, 4 months at \$2,280.....	760.00	80.00	840.00
Stuart E. Burdick, of Connecticut, senior civil engineer, 4 months at \$2,280.....	760.00	80.00	840.00
C. E. Ackerman, jr., of New York, senior civil engineer, 4 months at \$2,280.....	760.00	80.00	840.00
Alvin Siegfried, of Minnesota, chief clerk, 4 months at \$2,100.....	700.00	80.00	780.00
Samuel Rosenzweig, of New York, senior structural engineer, 3 months 15 days at \$2,100.....	612.50	70.00	682.50
Stuart B. Over, of Pennsylvania, senior civil engineer, 1 month 4 days at \$2,100.....	198.33	22.67	221.00
Samuel Meisels, of New York, senior electrical engineer, 4 months at \$2,100.....	700.00	80.00	780.00
Anselm X. Marilley, of New York, senior civil engineer, 4 months at \$2,100.....	700.00	80.00	780.00
Guy H. Goodman, of Connecticut, senior civil engineer, 4 months at \$2,100.....	700.00	80.00	780.00
Jay C. Furry, of Pennsylvania, senior architect, 4 months at \$2,100.....	700.00	80.00	780.00
Edward J. Donahue, of Vermont, senior civil engineer, 4 months at \$2,100.....	700.00	80.00	780.00
Edmund L. Buchanan, of Maryland, appraiser machine tools, 4 months at \$2,100.....	700.00	80.00	780.00
Francis R. Bell, of New York, senior civil engineer, 4 months at \$2,100.....	700.00	80.00	780.00
David E. Anderson, of Massachusetts, senior architect, 4 months at \$2,100.....	700.00	80.00	780.00
Joseph Vincent Walsh, of New York, senior structural en- gineer, 4 months at \$1,920.....	640.00	80.00	720.00
Pincus Rothenberg, of New York, junior architect, 4 months at \$1,920.....	640.00	80.00	720.00
C. J. Muncie, of New York, junior architect, 4 months at \$1,920.....	640.00	80.00	720.00
Vincent P. Maher, of New York, junior architect, 4 months at \$1,920.....	640.00	80.00	720.00
Francis E. Hafl, of New Jersey, junior civil engineer, 3 months 23 days at \$1,920.....	602.67	75.33	678.00
Hale A. Clark, of Maryland, senior structural engineer, 15 days at \$1,920.....	80.00	10.00	90.00
Albert Deane Clappe, of New Jersey, junior civil engineer, 4 months at \$1,920.....	640.00	80.00	720.00
Charles C. Rinker, of New York, junior signal engineer, 4 months at \$1,800.....	600.00	80.00	680.00
Wm. A. Rice, of New York, junior civil engineer, 2 months 16 days at \$1,800.....	380.00	50.67	430.67
Cornelius F. O'Leary, of Pennsylvania, junior structural engineer, 1 month 18 days at \$1,800.....	240.00	32.00	272.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
<i>Eastern district—Continued.</i>			
Abraham C. Fisher, of Pennsylvania, junior civil engineer, 4 months at \$1,800.....	\$600.00	\$80.00	\$680.00
S. B. Arison, of New York, junior structural engineer, 2 months 2 days at \$1,800.....	310.00	41.33	351.33
Minnie B. Powell, of New York, clerk, 4 months at \$1,500.....	500.00	80.00	580.00
Paul Lindsey, of Virginia, clerk, 4 months at \$1,500.....	500.00	80.00	580.00
Perla H. Wolf, of District of Columbia, junior clerk, 4 months at \$1,440.....	480.00	80.00	560.00
Esther Snyder, of District of Columbia, junior clerk, 4 months at \$1,440.....	480.00	80.00	560.00
Cora L. Severe, of Iowa, junior clerk, 4 months at \$1,440.....	480.00	80.00	560.00
Marguerite E. McGinn, of District of Columbia, junior clerk, 4 months at \$1,440.....	480.00	80.00	560.00
Ginevra M. Gilmore, of West Virginia, junior clerk, 4 months at \$1,440.....	480.00	80.00	560.00
Joseph A. Fisher, of District of Columbia, junior mechanical engineer, 4 months at \$1,440.....	480.00	80.00	560.00
Ord L. Strayer, of Virginia, junior clerk, 4 months at \$1,320.....	440.00	80.00	520.00
Marie C. Schulze, of District of Columbia, junior clerk, 4 months at \$1,320.....	440.00	80.00	520.00
Raymond F. Potter, of West Virginia, junior clerk, 4 months at \$1,320.....	440.00	80.00	520.00
Ruth L. Kane, of District of Columbia, junior clerk, 4 months at \$1,320.....	440.00	80.00	520.00
Cleo I. Mardfeldt, of District of Columbia, junior clerk, 4 months at \$1,320.....	440.00	80.00	520.00
Mary W. Henderson, of Maryland, junior clerk, 4 months at \$1,320.....	440.00	80.00	520.00
Doris M. Gaskins, of District of Columbia, junior clerk, 4 months at \$1,320.....	440.00	80.00	520.00
Abbie Todd, of Tennessee, junior clerk 4 months at \$1,200.....	400.00	80.00	480.00
Hazel M. Leizear, of District of Columbia, junior clerk, 4 months at \$1,200.....	400.00	80.00	480.00
Spencer H. Thomas, of District of Columbia, watchman, 3 months at \$840.....	210.00	60.00	270.00
Walter L. Rountree, of District of Columbia, watchman, 3 months at \$840.....	210.00	60.00	270.00
Herbert Hamilton, of District of Columbia, unskilled laborer, 4 months at \$720.....	240.00	80.00	320.00
Alexander Bell, of District of Columbia, unskilled laborer, 4 months at \$720.....	240.00	80.00	320.00
John W. McVicker, of West Virginia, messenger boy, 4 months at \$420.....	140.00	80.00	220.00
Carl E. Goetzinger, of District of Columbia, messenger boy, 1 month 3 days at \$420.....	38.50	22.00	60.50
Fannie E. Moore, of District of Columbia, unskilled laborer, 3 months at \$240.....	60.00	36.00	96.00
Sarah Gilbert, of District of Columbia, unskilled laborer, 3 months at \$240.....	60.00	36.00	96.00
Nettie E. Dyson, of District of Columbia, unskilled laborer, 3 months at \$240.....	60.00	36.00	96.00
Mamie K. Brooks, of District of Columbia, unskilled laborer, 3 months at \$240.....	60.00	36.00	96.00
William F. Engel, of New York, district accountant, 4 months at \$6,000.....	2,000.00	.....	2,000.00
Eugene R. Hendley, of District of Columbia, assistant district accountant, 4 months at \$4,200.....	1,400.00	.....	1,400.00
Lewis Thornton, of Alabama, accountant, 6 months at \$3,600.....	1,800.00	.....	1,800.00
Carroll L. Nash, of Virginia, accountant, 6 months at \$3,600.....	1,800.00	.....	1,800.00
William J. Norfleet, of Virginia, accountant, 4 months at \$3,300.....	1,100.00	.....	1,100.00
Chas. J. McRoberts, of California, accountant, 16 days at \$3,300.....	146.67	.....	146.67
C. Arthur Porter, of Pennsylvania, accountant, 6 months at \$3,000.....	1,500.00	.....	1,500.00
Wilbur S. Metcalf, of Virginia, accountant, 2 months at \$2,700, 4 months at \$3,000.....	1,450.00	6.66	1,456.66
Percy H. Lash, of Louisiana, accountant, 4 months at \$3,000.....	1,000.00	.....	1,000.00
Stephen H. Bennett, of Maryland, accountant, 6 months at \$2,700.....	1,350.00	19.98	1,369.98
Harry C. H. Thompson, of Georgia, accountant, 6 months at \$2,520.....	1,260.00	109.98	1,369.98
Nathan W. Merwin, of Connecticut, accountant, 6 months at \$2,520.....	1,260.00	109.98	1,369.98

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
<i>Eastern district—Continued.</i>			
William J. Hubbach, of Maryland, accountant, 2 months at \$2,400, 4 months at \$2,520.....	\$1,240.00	\$113.32	\$1,353.32
Joseph H. Gerring, of Virginia, accountant, 2 months at \$2,220, 4 months at \$2,520.....	1,210.00	113.32	1,323.32
T. Gibson Broughton, of Virginia, accountant, 2 months at \$2,220, 2 months at \$2,520.....	790.00	76.66	866.66
F. Wolfe, of North Carolina, accountant, 6 months at \$2,400.....	1,200.00	120.00	1,320.00
H. L. Osman, of Pennsylvania, accountant, 2 months at \$2,220, 4 months at \$2,400.....	1,170.00	120.00	1,290.00
Hugh W. Miller, of New Jersey, accountant, 2 months at \$2,220, 3 months 27 days at \$2,400.....	1,150.00	118.00	1,268.00
J. Craig Haney, of District of Columbia, accountant, 6 months at \$2,400.....	1,200.00	120.00	1,320.00
Myron H. Colman, of Illinois, accountant, 1 month at \$2,400.....	200.00	20.00	220.00
Guy M. Carlon, of Pennsylvania, accountant, 4 months at \$2,400.....	800.00	80.00	880.00
Ralph C. Wilson, of Pennsylvania, accountant, 2 months at \$2,100, 4 months at \$2,220.....	1,090.00	120.00	1,210.00
Chauncey A. West, of Maryland, accountant, 6 months at \$2,220.....	1,110.00	120.00	1,230.00
Arthur Semple, of Pennsylvania, accountant, 6 months at \$2,220.....	1,110.00	120.00	1,230.00
Oscar A. Roemer, of New York, accountant, 6 months at \$2,220.....	1,110.00	120.00	1,230.00
Harry L. Hopper, of Pennsylvania, accountant, 6 months at \$2,220.....	1,110.00	120.00	1,230.00
T. D. Cowen, of District of Columbia, accountant, 6 months at \$2,220.....	1,110.00	120.00	1,230.00
William White, of Pennsylvania, accountant, 2 months at \$2,100, 4 months at \$2,220.....	1,090.00	120.00	1,210.00
Harry B. Turner, of Pennsylvania, accountant, 6 months at \$2,100.....	1,050.00	120.00	1,170.00
Albert E. Sloane, of Massachusetts, accountant, 4 months 3 days at \$2,100.....	717.50	82.00	799.50
Ben H. Ott, of Maryland, accountant, 4 months 3 days at \$2,100.....	717.50	82.00	799.50
Charles B. McKenna, of Maryland, accountant, 5 months 27 days at \$2,100.....	1,032.50	118.00	1,150.50
Errol J. Delauney, of Maryland, accountant, 5 months 28 days at \$2,100.....	1,038.33	118.67	1,157.00
Edwin J. Sutphen, of New York, clerk, 4 months at \$1,500.....	500.00	80.00	580.00
M. E. Guilbault, of Colorado, junior clerk, 3 months at \$1,200, 1 month at \$1,380.....	415.00	80.00	495.00
Raymond A. Egner, of Maryland, junior clerk, 4 months at \$1,380.....	460.00	80.00	540.00
R. Synder Bowman, of Virginia, junior clerk, 3 months at \$1,200, 1 month at \$1,380.....	415.00	80.00	495.00
John W. Zisgen, of New Jersey, valuation attorney, 4 months at \$6,000.....	2,000.00	.....	2,000.00
Richard L. Giss, of Washington, senior land appraiser, 4 months at \$3,600.....	1,200.00	.....	1,200.00
Samuel E. McRickard, of New York, senior land appraiser, 6 months at \$3,000.....	1,500.00	.....	1,500.00
Thomas C. McMahon, of Pennsylvania, senior land appraiser, 6 months at \$3,600.....	1,800.00	.....	1,800.00
George Ashbridge, of Pennsylvania, senior land appraiser, 6 months at \$2,700.....	1,350.00	19.98	1,369.98
J. C. M. Valentine, of Virginia, senior land appraiser, 6 months at \$2,640.....	1,320.00	49.98	1,369.98
Julian Wood, of New York, senior land appraiser, 2 months, at \$2,400.....	400.00	40.00	440.00
James M. Woods, of New York, senior land appraiser, 6 months at \$3,000.....	1,500.00	.....	1,500.00
David W. Sweet, of New York, senior land appraiser, 6 months at \$2,400.....	1,200.00	120.00	1,320.00
Claude M. Pitcher, of Pennsylvania, senior land appraiser, 6 months at \$2,400.....	1,200.00	120.00	1,320.00
Ivon W. Phillips, of District of Columbia, senior land appraiser, 6 months at \$2,400.....	1,200.00	120.00	1,320.00
John T. Moore, of New York, senior land appraiser, 1 month 3 days at \$2,400.....	220.00	22.00	242.00
George M. Hood, of Massachusetts, senior land appraiser, 6 months at \$2,400.....	1,200.00	120.00	1,320.00
Emanuel Speich, of Maryland, senior land appraiser, 6 months at \$2,280.....	1,140.00	120.00	1,260.00
Charles E. MacDonald, of New York, senior land appraiser, 1 month at \$2,280.....	190.00	20.00	210.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensation.	Increase of compensation.	Total compensation.
VALUATION—continued.			
<i>Eastern district—Continued.</i>			
Frederick H. Sasseer, of Maryland, senior civil engineer, 4 months at \$2,800.....	\$700.00	\$80.00	\$780.00
William K. Potter, of Rhode Island, senior land appraiser, 1 month at \$2,100.....	175.00	20.00	195.00
Thomas F. O'Brien, of Connecticut, senior land appraiser, 1 month at \$2,100.....	175.00	20.00	195.00
George S. Newcombe, of Maine, senior land appraiser, 6 months at \$2,100.....	1,050.00	120.00	1,170.00
Carlton M. Beall, of District of Columbia, senior land appraiser, 4 months at \$2,100.....	700.00	80.00	780.00
Dennis F. Mahoney, of Massachusetts, senior land appraiser, 6 months at \$1,800.....	900.00	120.00	1,020.00
Henry H. Lamar, of Alabama, junior land appraiser, 2 months at \$1,500; senior land appraiser, 2 months at \$1,800.....	550.00	80.00	630.00
George S. Potter, of New Jersey, junior land appraiser, 3 months at \$1,680.....	420.00	60.00	480.00
Bland G. Mitchell, of North Carolina, junior land appraiser, 4 months at \$1,680.....	560.00	80.00	640.00
William E. Boyland, of New York, junior land appraiser, 2 months at \$1,680.....	280.00	40.00	320.00
Fred B. Skillin, of Massachusetts, junior land appraiser, 6 months at \$1,500.....	750.00	120.00	870.00
William C. Martin, of Georgia, junior land appraiser, 6 months at \$1,500.....	750.00	120.00	870.00
Lawrence L. Fidalgo, of Massachusetts, junior land appraiser, 4 months at \$1,500.....	500.00	80.00	580.00
Howard R. Rickenbrode, of Kansas, junior clerk, 4 months at \$1,440.....	480.00	80.00	560.00
H. B. Pitts, of Pennsylvania, junior land appraiser, 4 months at \$1,380.....	460.00	80.00	540.00
Eva F. Fahlquest, of Washington, junior clerk, 4 months at \$1,200.....	400.00	80.00	480.00
Albert E. Corley, of District of Columbia, messenger boy, 1 month at \$420.....	35.00	20.00	55.00
Ralph D. Jones, of New York, senior telephone and telegraph engineer, 4 months at \$3,300.....	1,100.00	.....	1,100.00
John J. Flanagan, of New York, telephone and telegraph inspector, 4 months at \$2,100.....	700.00	80.00	780.00
Thomas F. Corcoran, of New York, telephone and telegraph inspector, 4 months at \$2,100.....	700.00	80.00	780.00
<i>Southern district.</i>			
Howard M. Jones, of Tennessee, member engineering board, 4 months at \$9,000.....	3,000.00	.....	3,000.00
Alfred C. Olney, of Tennessee, assistant district engineer, 4 months at \$5,000.....	1,666.64	.....	1,666.64
Jno. A. Galvin, of Tennessee, senior architect, 4 months at \$4,500.....	1,500.00	.....	1,500.00
A. O. Berry, of New York, senior mechanical engineer, 4 months at \$4,500.....	1,500.00	.....	1,500.00
James W. Barrie, of Tennessee, senior structural engineer, 4 months at \$4,500.....	1,500.00	.....	1,500.00
James T. Williams, of New York, senior signal engineer, 4 months at \$3,900.....	1,300.00	.....	1,300.00
R. E. Elgen, of Georgia, senior civil engineer, 4 months at \$3,600.....	1,200.00	.....	1,200.00
Alexander E. McClure, of Utah, senior civil engineer, 4 months at \$3,000.....	1,000.00	.....	1,000.00
Harry J. McCarthy, of Minnesota, senior mechanical engineer, 4 months at \$3,000.....	1,000.00	.....	1,000.00
E. W. Hillerich, of Kentucky, senior architect, 4 months at \$3,000.....	1,000.00	.....	1,000.00
H. M. Hayward, of Tennessee, senior civil engineer, 3 months 19 days at \$3,000.....	904.17	.....	904.17
Luther R. Maddox, of Tennessee, senior civil engineer, 4 months at \$2,700.....	900.00	13.32	913.32
F. H. Larder, of Ohio, senior civil engineer, 4 months at \$2,400.....	800.00	80.00	880.00
A. H. Kautz, of Pennsylvania, senior signal engineer, 4 months at \$2,400.....	800.00	80.00	880.00
F. C. Grace, of Kentucky, senior structural engineer, 4 months, at \$2,400.....	800.00	80.00	880.00
F. W. Gathof, of Kentucky, senior architect, 4 months at \$2,400.....	800.00	80.00	880.00
J. D. Wright, of Georgia, senior civil engineer, 4 months at \$2,100.....	700.00	80.00	780.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
<i>Southern district—Continued.</i>			
John Walker, of Illinois, senior civil engineer, 4 months at \$2,100.....	\$700.00	\$80.00	\$780.00
John C. Stevens, of Illinois, senior civil engineer, 4 months at \$2,100.....	700.00	80.00	780.00
J. D. Stephenson, of Louisiana, senior mechanical engineer, 4 months at \$2,100.....	700.00	80.00	780.00
Richard R. Renner, of Tennessee, senior structural engineer, 4 months at \$2,100.....	700.00	80.00	780.00
Leon M. Pill, of Pennsylvania, senior civil engineer, 4 months at \$2,100.....	700.00	80.00	780.00
H. N. O'Brien, of Maryland, senior civil engineer, 4 months at \$2,100.....	700.00	80.00	780.00
Arthur K. Murrell, of Virginia, senior civil engineer, 4 months at \$2,100.....	700.00	80.00	790.00
Thos. McKinley, of Tennessee, senior structural engineer, 3 months 29 days at \$2,100.....	694.17	79.33	773.50
Oliver La Pointe, of New Hampshire, senior civil engineer, 4 months at \$2,100.....	700.00	80.00	780.00
A. M. Keisling, of Tennessee, chief clerk, 4 months at \$2,100.....	700.00	80.00	780.00
E. C. Hartung, of Tennessee, telephone inspector, 4 months at \$2,100.....	700.00	80.00	780.00
C. L. Gamsby, of Florida, temporary senior civil engineer, 4 months at \$2,100.....	700.00	80.00	780.00
G. G. Dunlap, of Kentucky, senior civil engineer, 4 months at \$2,100.....	700.00	80.00	780.00
A. F. Dougall, of Illinois, senior civil engineer, 4 months at \$2,100.....	700.00	80.00	780.00
Frank P. Cahill, of Florida, senior civil engineer, 4 months at \$2,100.....	700.00	80.00	780.00
Philip E. Buck, of Tennessee, senior civil engineer, 4 months at \$2,100.....	700.00	80.00	780.00
L. C. Bradford, of Maine, senior civil engineer, 4 months at \$2,100.....	700.00	80.00	780.00
Bernard J. Bonn, of Kentucky, senior architect, 4 months at \$2,100.....	700.00	80.00	780.00
E. W. Bodkin, of Ohio, senior mechanical engineer, 4 months at \$2,100.....	700.00	80.00	780.00
Earl W. Bean, of Tennessee, senior civil engineer, 4 months at \$2,100.....	700.00	80.00	780.00
Ernest B. Foote, of Illinois, senior civil engineer, 4 months at \$2,100.....	700.00	80.00	780.00
Charles A. Ward, of Tennessee, junior civil engineer, 4 months at \$1,980.....	660.00	80.00	740.00
J. H. Stender, of Alabama, junior civil engineer, 4 months at \$1,980.....	660.00	80.00	740.00
C. E. A. Lathrop, of South Carolina, junior electrical engineer, 4 months at \$1,980.....	660.00	80.00	740.00
C. E. Langley, of Ohio, junior civil engineer, 4 months at \$1,980.....	660.00	80.00	740.00
Karl Q. Kirk, of Tennessee, junior architect, 3 months 16½ days at \$1,980.....	585.75	71.00	656.75
F. C. Calcote, of Pennsylvania, junior mechanical engineer, 4 months at \$1,980.....	660.00	80.00	740.00
J. L. Boynton, jr., of Florida, junior civil engineer, 3 months 20 days at \$1,980.....	605.00	73.33	678.33
Robert B. Olney, of Alabama, temporary messenger boy, 1 month 27 days at \$480.....	76.00	38.00	114.00
Cowan Webb, of Tennessee, temporary messenger boy, 1 month 15 days at \$480.....	60.00	30.00	90.00
Robert A. Lacey, of Alabama, district accountant, 4 months at \$6,000.....	2,000.00	.....	2,000.00
Frederick J. Jackson, of Colorado, assistant district accountant, 4 months at \$1,200.....	1,400.00	.....	1,400.00
Thomas J. Tobin, of California, accountant, 6 months at \$3,000.....	1,500.00	.....	1,500.00
Perry A. Thompson, of Illinois, accountant, 2 months at \$2,700, 4 months at \$3,000.....	1,450.00	6.66	1,456.66
J. S. T. Speaker, of Georgia, accountant, 2 months at \$2,700, 2 months at \$3,000.....	950.00	6.66	956.66
Henry C. Littlefield, of Alabama, accountant, 4 months at \$3,000.....	1,000.00	.....	1,000.00
Augustus S. Hale, of Georgia, accountant, 6 months at \$3,000.....	1,500.00	.....	1,500.00
Charles F. Fincher, of Georgia, accountant, 2 months at \$2,400, 4 months at \$3,000.....	1,400.00	40.00	1,440.00
James T. Bostick, of Alabama, accountant, 6 months at \$3,000.....	1,500.00	.....	1,500.00
Alonzo C. Wells, of Kentucky, accountant, 4 months at \$3,000.....	1,000.00	.....	1,000.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
Southern district—Continued.			
Frank A. Manning, of Kentucky, accountant, 6 months at \$2,700.....	\$1,350.00	\$19.98	\$1,369.98
Lorenzo G. Doughty, of Tennessee, accountant, 6 months at \$2,700.....	1,350.00	19.98	1,369.98
James B. Cunningham, of Maryland, accountant, 2 months at \$2,400, 4 months at \$2,520.....	1,240.00	113.32	1,353.32
Byers M. Bachman, of Tennessee, accountant, 2 months at \$2,400, 2 months at \$2,520.....	820.00	76.66	896.66
C. R. Arnold, of Kentucky, accountant, 2 months at \$2,100, 4 months at \$2,400.....	1,150.00	120.00	1,270.00
Harold B. Anderson, of Texas, accountant, 1 month at \$2,400.....	200.00	20.00	220.00
Myron J. Myers, of Missouri, accountant, 2 months at \$2,220, 4 months at \$2,400.....	1,170.00	120.00	1,290.00
Thomas Henry Burns, of Georgia, accountant, 2 months at \$2,220, 4 months at \$2,400.....	1,170.00	120.00	1,290.00
Leslie G. Smith, of Louisiana, accountant, 6 months at \$2,220.....	1,110.00	120.00	1,230.00
Kenneth L. Nelson, of Tennessee, accountant, 2 months at \$2,100, 4 months at \$2,220.....	1,090.00	120.00	1,210.00
Paul O. Klinger, of Indiana, accountant, 2 months at \$2,100, 4 months at \$2,220.....	1,090.00	120.00	1,210.00
Homer A. Bradford, of Kentucky, accountant, 2 months at \$2,100, 2 months 8 days at \$2,220.....	769.33	85.33	854.66
T. L. Roach, of Ohio, junior civil engineer, 4 months at \$1,920.....	640.00	80.00	720.00
Edgar H. Kimmons, jr., temporary junior civil engineer, 5 days at \$1,800.....	25.00	3.33	28.33
C. E. Covington, of Tennessee, junior mechanical engineer, 4 months at \$1,800.....	600.00	80.00	680.00
W. E. Olinger, of Tennessee, clerk, 4 months at \$1,680.....	560.00	80.00	640.00
E. M. Hackney, of Georgia, junior civil engineer, 4 months at \$1,680.....	560.00	80.00	640.00
Paul P. Costello, of Tennessee, clerk, 4 months at \$1,680.....	560.00	80.00	640.00
H. L. Colbert, of Alabama, junior civil engineer, 4 months at \$1,680.....	560.00	80.00	640.00
Doris M. Costello, of Tennessee, clerk, 4 months at \$1,500.....	500.00	80.00	580.00
Mary T. Wade, of Tennessee, junior clerk, 4 months at \$1,380.....	460.00	80.00	540.00
Lillie M. Hinkle, of Tennessee, junior clerk, 4 months at \$1,380.....	460.00	80.00	540.00
Belle Faris, of Tennessee, junior clerk, 4 months at \$1,380.....	460.00	80.00	540.00
Isia Schotts, of Tennessee, junior clerk, 4 months at \$1,200.....	400.00	80.00	480.00
K. M. Sageser, of Tennessee, junior clerk, 4 months at \$1,200.....	400.00	80.00	480.00
Bessie Perry, of Tennessee, junior clerk, 4 months at \$1,200.....	400.00	80.00	480.00
Odelle Oliver, of Tennessee, junior clerk, 4 months at \$1,200.....	400.00	80.00	480.00
Gertrude M. Neff, of Tennessee, junior clerk, 4 months at \$1,200.....	400.00	80.00	480.00
Ruby McCutchen, of Tennessee, junior clerk, 3 months 18 days at \$1,200.....	360.00	72.00	432.00
E. P. Crawford, of Tennessee, junior clerk, 3 months 20 days at \$1,200.....	366.67	73.33	440.00
Olive C. Malone, of Tennessee, under clerk, 4 months at \$1,140.....	380.00	80.00	460.00
Alma Fanning, of Tennessee, under clerk, 3 months 21½ days at \$1,140.....	353.08	74.33	427.41
Margaret M. Cahill, of Florida, under clerk, 4 months at \$1,140.....	380.00	80.00	460.00
Mary W. Dunagan, of Kentucky, under clerk, 1 month 1 day at \$1,020.....	87.83	20.67	108.50
Lena Hicks, of Tennessee, under clerk, 3 months 11 days at \$1,020.....	286.17	67.33	353.50
Grace Collins, of Tennessee, under clerk, 4 months at \$900.....	360.00	80.00	440.00
Harry W. Reynard, of Kentucky, accountant, 1 month 13 days at \$2,100.....	250.83	28.67	279.50
Thos. E. Petty, of North Carolina, accountant, 4 months 6 days at \$2,100.....	735.00	84.00	819.00
Ephraim M. Johnson, jr., of Georgia, accountant, 4 months 6 days at \$2,100.....	735.00	84.00	819.00
Allan A. Pratt, of Alabama, accountant, 6 months at \$2,100.....	1,050.00	120.00	1,170.00
Irma H. Watts, of Tennessee, junior clerk, 4 months at \$1,200.....	400.00	80.00	480.00
Edwin G. Wagner, of Kentucky, junior clerk, 2 months 5 days at \$1,200.....	216.67	43.33	260.00
Howard J. Cox, jr., of Tennessee, junior clerk, 2 months 15 days at \$1,200.....	250.00	50.00	300.00
Alma Macardhy, of Tennessee, under clerk, 3 months at \$1,020, 1 month at \$1,080.....	345.00	80.00	425.00
Marcus S. Fisher, of Tennessee, under clerk, 2 months 24 days at \$1,080.....	252.00	56.00	308.00
John McChord, of Kentucky, valuation attorney, 3 months at \$6,000.....	1,500.00		1,500.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
<i>Southern district—Continued.</i>			
S. H. Stivers, jr., of Kentucky, senior land appraiser, 4 months at \$3,600.....	\$1, 200. 00	.....	\$1, 200. 00
James S. Buchanan, of Kentucky, senior land appraiser, 1 month at \$3,300.....	275. 00	.....	275. 00
Michael F. Ramsey, of Georgia, senior land appraiser, 1 month at \$3,000.....	250. 00	.....	250. 00
Lee A. Searce, of Kentucky, senior land appraiser, 1 day at \$3,000.....	8. 33	.....	8. 33
William O. H. Lord, of Florida, senior civil engineer, 4 months at \$2,700.....	900. 00	\$13. 32	913. 32
John E. Hopkins, of Ohio, senior land appraiser, 1 month at \$2,700.....	225. 00	3. 33	228. 33
Paul H. Burman, of Ohio, senior land appraiser, 1 month at \$2,700.....	225. 00	3. 33	228. 33
Charles B. Teal, of Georgia, senior land appraiser, 1 month at \$2,700.....	225. 00	3. 33	228. 33
William D. Jones, of Tennessee, senior land appraiser, 1 month at \$2,700.....	225. 00	3. 33	228. 33
Theodore C. Bayless, of Ohio, senior land appraiser, 1 month at \$2,700.....	225. 00	3. 33	228. 33
Joseph W. Fendrich, of Maryland, senior land appraiser, 1 month at \$2,700.....	225. 00	3. 33	228. 33
John McChord, jr., of Kentucky, senior land appraiser, 4 months at \$2,400.....	800. 00	80. 00	880. 00
Oliver H. Cabaniss, of Georgia, senior land appraiser, 6 months at \$2,400.....	1, 200. 00	120. 00	1, 320. 00
Elmer D. Hays, of Kentucky, senior land appraiser, 6 months at \$2,400.....	1, 200. 00	120. 00	1, 320. 00
John L. Knight, of Iowa, senior land appraiser, 1 month at \$2,400.....	200. 00	20. 00	220. 00
Page S. Bunker, of Georgia, senior land appraiser, 1 month at \$2,400.....	200. 00	20. 00	220. 00
Louis F. Bessey, of Kentucky, junior civil engineer, 4 months at \$1,800.....	600. 00	80. 00	680. 00
Hubert I. Clemmer, of Indiana, junior land appraiser, 1 month at \$1,680.....	140. 00	20. 00	160. 00
William L. Cropley, of District of Columbia, temporary junior civil engineer, 4 months at \$1,500.....	500. 00	80. 00	580. 00
Bernard C. McGee, of Tennessee, junior civil engineer, 4 months at \$1,500.....	500. 00	80. 00	580. 00
Browning Browne, of Tennessee, junior civil engineer, 4 months at \$1,500.....	500. 00	80. 00	580. 00
Clement S. Hill, of Kentucky, junior land appraiser, 1 day at \$1,500.....	4. 17	. 67	4. 84
Arthur L. Maddox, of Tennessee, junior civil engineer, 2 months 19 days at \$1,380.....	302. 83	52. 67	355. 50
Mary E. Sherer, of Tennessee, junior clerk, 3 months 18 days at \$1,260.....	378. 00	72. 00	450. 00
Harry Dunn, of Tennessee, junior clerk, 4 months at \$1,200.....	400. 00	80. 00	480. 00
Harvey C. Sherer, of Ohio, senior telephone and telegraph engineer, 4 months at \$4,500.....	1, 500. 00	.....	1, 500. 00
J. C. Lathrop, of Michigan, telephone and telegraph inspector, 4 months at \$2,100.....	700. 00	80. 00	780. 00
S. H. Pearce, of Alabama, telephone and telegraph inspector, 4 months at \$1,980.....	660. 00	80. 00	740. 00
<i>Central district.</i>			
W. D. Pence, of Wisconsin, member engineering board, 5 months at \$9,000.....	3, 750. 00	.....	3, 750. 00
George H. Bremner, of Illinois, district engineer, 5 months at \$6,000.....	2, 500. 00	.....	2, 500. 00
Wendell A. Van Hook, of Illinois, assistant district engineer, 4 months at \$5,000.....	1, 666. 64	.....	1, 666. 64
John R. Thompson, of Illinois, senior mechanical engineer, 4 months at \$4,500.....	1, 500. 00	.....	1, 500. 00
Orison B. Robbins, of Minnesota, senior structural engineer, 4 months at \$4,500.....	1, 500. 00	.....	1, 500. 00
Theodore F. Laist, of Illinois, senior architect, 4 months 10 days at \$4,500.....	1, 625. 00	.....	1, 625. 00
Walter M. O'Loughlin, of Minnesota, senior signal engineer, 4 months at \$3,900.....	1, 300. 00	.....	1, 300. 00
F. M. Patterson, of Illinois, senior civil engineer, 5 months at \$3,600.....	1, 500. 00	.....	1, 500. 00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
<i>Central district—Continued.</i>			
R. N. Dodge, of Illinois, senior inspector car equipment, 4 months at \$3,000.....	\$775.00		\$775.00
Claudio J. Da Silva, of Illinois, senior civil engineer, 5 months at \$3,000.....	1,250.00		1,250.00
M. J. Cairns, of Illinois, senior mechanical engineer, 5 months at \$3,000.....	1,250.00		1,250.00
G. D. Leapley, of Iowa, senior civil engineer, 5 months at \$3,000.....	1,250.00		1,250.00
Henry La Rue, of Illinois, senior inspector car equipment, 5 months at \$3,000.....	1,250.00		1,250.00
Carl August Høglund, of Illinois, senior civil engineer, 5 months at \$3,000.....	1,250.00		1,250.00
M. R. Hoagland, of Illinois, senior structural engineer, 5 months at \$3,000.....	1,250.00		1,250.00
V. H. Reid, of Illinois, senior civil engineer, 5 months at \$2,700.....	1,125.00	\$16.65	1,141.65
L. T. Fleming, of Illinois, senior mechanical engineer, 5 months at \$2,400.....	1,000.00	100.00	1,100.00
F. G. Isherwood, of Illinois, senior inspector car equipment, 5 months at \$2,400.....	1,000.00	100.00	1,100.00
Herman J. Trum, of Illinois, senior structural engineer, 5 months at \$2,400.....	1,000.00	100.00	1,100.00
A. G. Slocum, of Illinois, senior electrical engineer, 5 months at \$2,400.....	1,000.00	100.00	1,100.00
Leslie A. Raff, of Minnesota, senior civil engineer, 5 months at \$2,400.....	1,000.00	100.00	1,100.00
Oscar G. Klenk, of Illinois, senior structural engineer, 5 months at \$2,400.....	1,000.00	100.00	1,100.00
J. P. Hovey, of Michigan, senior signal engineer, 5 months at \$2,400.....	1,000.00	100.00	1,100.00
John C. Beye, of Illinois, senior civil engineer, 5 months at \$2,100.....	875.00	100.00	975.00
Harry R. Mahoney, of Illinois, senior civil engineer, 5 months at \$2,100.....	875.00	100.00	975.00
Merle W. Scott, of Illinois, senior civil engineer, 5 months at \$2,100.....	875.00	100.00	975.00
C. G. Schlaefli, of Wisconsin, senior civil engineer, 5 months at \$2,100.....	875.00	100.00	975.00
Roy V. Monahan, of Illinois, senior architect, 3 months 15 days at \$2,100.....	612.50	70.00	682.50
P. G. Magness, of Arkansas, senior civil engineer, 5 months at \$2,100.....	875.00	100.00	975.00
P. E. Kreamer, of Illinois, senior civil engineer, 5 months at \$2,100.....	875.00	100.00	975.00
John E. Lowman, of Illinois, junior civil engineer, 5 months at \$1,920.....	800.00	100.00	900.00
I. G. Anderson, of Illinois, junior structural engineer, 3 months 12 days at \$1,800.....	510.00	68.00	578.00
Wm. Volkmann, of Illinois, junior civil engineer, 5 months at \$1,800.....	750.00	100.00	850.00
E. E. Burkland, of Illinois, junior architect, 5 months at \$1,800.....	750.00	100.00	850.00
Alfred S. Reynolds, of Illinois, junior structural engineer, 3 months 27 days at \$1,800.....	585.00	78.00	663.00
Wm. J. Quinsler, of Illinois, junior structural engineer, 5 months at \$1,800.....	750.00	100.00	850.00
Neil E. Annable, of Illinois, junior civil engineer, 2 months 17 days at \$1,680.....	359.33	51.33	410.66
Hedwig Schaumloeffel, of Illinois, clerk, 2 months 22½ days at \$1,680.....	384.34	54.90	439.24
George C. Schaffer, of Illinois, junior civil engineer, 5 months at \$1,680.....	700.00	100.00	800.00
Anna E. Horn, of Illinois, clerk, 6 months at \$1,680.....	840.00	120.00	960.00
Raymond C. Fuller, of Illinois, junior civil engineer, 5 months at \$1,680.....	700.00	100.00	800.00
Gertrude E. Foster, of Illinois, clerk, 5 months at \$1,500.....	625.00	100.00	725.00
Miles L. Brownell, of Iowa, junior civil engineer, 5 months at \$1,500.....	625.00	100.00	725.00
Belle Scanlan, of Illinois, clerk, 4 months 5 days at \$1,500.....	520.83	83.33	604.16
Ruby M. Peel, of Illinois, temporary clerk, 21 days at \$1,500; clerk, 1 month at \$1,500.....	212.50	34.00	246.50
Edith Oberg, of Illinois, clerk, 4 months 14 days at \$1,500.....	558.33	89.33	647.66
Jennie M. Nielsen, of Illinois, clerk, 5 months at \$1,500.....	625.00	100.00	725.00
Edward B. Larsen, of Illinois, clerk, 5 months at \$1,500.....	625.00	100.00	725.00
Bernhard N. Landeen, of Illinois, junior civil engineer, 5 months at \$1,500.....	625.00	100.00	725.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
<i>Central district—Continued.</i>			
Emma B. C. Kloth, of Illinois, junior clerk, 4 months at \$1,320; clerk, 1 month at \$1,500.....	\$565.00	\$100.00	\$665.00
Ellis A. Klinger, of Illinois, temporary junior architect, 3 months at \$1,500.....	375.00	60.00	435.00
W. J. Kerlin, of Iowa, junior civil engineer, 5 months at \$1,500.....	625.00	100.00	725.00
Irving Holtman, of Illinois, junior architect, 1 month 27 days at \$1,500.....	237.50	38.00	275.50
Bert Ford, of Illinois, temporary clerk, 18 days at \$1,500; clerk, 1 month at \$1,500.....	200.00	32.00	232.00
Margaret Chace, of Illinois, junior clerk, 5 months at \$1,320.....	550.00	100.00	650.00
Ruth W. Wilson, of Illinois, junior clerk, 5 months at \$1,320.....	550.00	100.00	650.00
Lillian A. Tronzer, of Illinois, junior clerk, 1 month 21 days at \$1,320.....	190.67	34.67	225.34
June Prichard, of Illinois, junior clerk, 3 months at \$1,320.....	330.00	60.00	390.00
Anna M. O'Connor, of Illinois, junior clerk, 5 months at \$1,320.....	550.00	100.00	650.00
Margaret E. Maher, of Illinois, junior clerk, 5 months at \$1,320.....	550.00	100.00	650.00
Laura McKenna, of Illinois, junior clerk, 5 months at \$1,320.....	550.00	100.00	650.00
Alma M. Holden, of Illinois, junior clerk, 2 months 13 days at \$1,320.....	267.67	48.67	316.34
Robinson H. Harsh, of Arkansas, junior civil engineer, 2 months 12 days at \$1,320.....	264.00	48.00	312.00
Harriett Dudzick, of Illinois, junior clerk, 2 months at \$1,200.....	200.00	40.00	240.00
Rose Folkman, of Illinois, junior clerk, 5 months at \$1,200.....	500.00	100.00	600.00
Irene M. Lane, of Illinois, temporary junior clerk, 1 month at \$1,200; junior clerk, 1 month at \$1,200.....	200.00	40.00	240.00
Joseph Pieter, of Illinois, messenger boy, 4 months 5 days at \$480.....	166.67	83.33	250.00
Jas. H. Underwood, of Illinois, district accountant, 5 months at \$6,000; accountant, 1 month at \$5,000.....	2,916.66	.....	2,916.66
Oskar G. Kanston, of Illinois, assistant district accountant, 5 months at \$4,200.....	1,750.00	.....	1,750.00
Prosper W. Smith, of Illinois, accountant, 4 months 15 days at \$3,900.....	1,462.50	.....	1,462.50
Charles Mishek, of Minnesota, accountant, 5 months at \$3,600.....	1,500.00	.....	1,500.00
Robert M. Ferguson, of Illinois, accountant, 6 months at \$3,330.....	1,650.00	.....	1,650.00
William P. Wissmann, of Illinois, accountant, 6 months at \$3,000.....	1,500.00	.....	1,500.00
Ernest E. Peterson, of Illinois, accountant, 6 months at \$3,000.....	1,500.00	.....	1,500.00
William R. Gaither, of Illinois, accountant, 4 months 17½ days at \$3,000.....	1,146.12	.....	1,146.12
Joseph P. Caulfield, of Illinois, accountant, 6 months at \$3,000.....	1,500.00	.....	1,500.00
Arthur Johnson, of Illinois, accountant, 6 months at \$3,000.....	1,500.00	.....	1,500.00
Arta Thacker, of Illinois, accountant, 6 months at \$2,700.....	1,350.00	19.98	1,369.98
George McCullough, of Illinois, accountant, 2 months at \$2,700.....	450.00	6.66	456.66
William W. Badger, of Illinois, accountant, 6 months at \$2,700.....	1,350.00	19.98	1,369.98
Harry L. Warner, of Illinois, accountant, 6 months at \$2,520.....	1,260.00	109.98	1,369.98
Max H. Maier, of Illinois, accountant, 6 months at \$2,520.....	1,260.00	109.98	1,369.98
Samuel A. Bracken, of Illinois, accountant, 6 months at \$2,520.....	1,260.00	109.98	1,369.98
James T. Roache, of Illinois, accountant, 6 months at \$2,400.....	1,200.00	120.00	1,320.00
Charles R. Mahan, of Illinois, accountant, 2 months at \$2,220, 1 month at \$2,400.....	570.00	60.00	630.00
C. Arthur Johnson, of Illinois, accountant, 6 months at \$2,400.....	1,200.00	120.00	1,320.00
A. Hutchinson, jr., of Illinois, accountant, 2 months at \$2,220, 4 months at \$2,400.....	1,170.00	120.00	1,290.00
Archie H. Haflerkamp, of Illinois, accountant, 6 months at \$2,400.....	1,200.00	120.00	1,320.00
Lee A. Gollhardt, of Illinois, accountant, 6 months at \$2,400.....	1,200.00	120.00	1,320.00
Richard Fennelly, of Illinois, accountant, 2 months at \$2,220, 4 months at \$2,400.....	1,170.00	120.00	1,290.00
Arthur J. Dempsey, of Illinois, accountant, 2 months 17 days at \$2,400.....	513.33	51.33	564.66
Myron H. Colman, of Illinois, accountant, 5 months at \$2,400.....	1,000.00	100.00	1,100.00
Chas. W. Beattie, of Michigan, accountant, 5 months 28 days at \$2,400.....	1,186.67	118.67	1,305.34
Miles C. Trowbridge, of Illinois, accountant, 2 months at \$2,100, 2 months at \$2,220.....	720.00	80.00	800.00
Wm. F. McDermott, of Illinois, accountant, 21 days at \$2,220.....	129.50	14.00	143.50
Henry S. Coleman, of Minnesota, accountant, 5 months at \$2,220.....	925.00	100.00	1,025.00
Charles Campbell, of Illinois, accountant, 2 months at \$2,100, 4 months at \$2,220.....	1,090.00	120.00	1,210.00
Thomas J. Buford, of Illinois, accountant, 4 months 14 days at \$2,220.....	826.33	89.33	915.66
Albert R. Sward, of Illinois, accountant, 5 months 28 days at \$2,100.....	1,038.33	118.67	1,157.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
Central district—Continued.			
William F. Janke, of Illinois, accountant, 5 months 29 days at \$2,100.....	\$1,041.17	\$119.33	\$1,163.50
Martin H. Anderson, of Illinois, accountant, 5 months at \$2,100.....	875.00	100.00	975.00
Mildred L. Wilson, of Iowa, junior clerk, 5 months at \$1,200.....	500.00	100.00	600.00
Evelyn Moriarty, of Illinois, junior clerk, 5 months at \$1,200.....	500.00	100.00	600.00
Theo. McClaskey, of Illinois, temporary junior clerk, 1 month 11 days at \$1,200.....	136.67	27.33	164.00
Gladys E. Alpern, of Illinois, junior clerk, 5 months at \$1,200.....	500.00	100.00	600.00
William C. Lawson, of Illinois, valuation attorney, 4 months at \$6,000.....	2,000.00	.....	2,000.00
Barney M. Scheid, of Illinois, senior land appraiser, 4 months at \$3,300.....	1,100.00	.....	1,100.00
Lester W. Porter, of Illinois, senior land appraiser, 4 months at \$3,300.....	1,100.00	.....	1,100.00
Henry C. Geisler, of Illinois, senior land appraiser, 3 months at \$3,300.....	825.00	.....	825.00
Williard E. Greenawalt, of Illinois, senior land appraiser, 4 months at \$2,400.....	800.00	80.00	880.00
Edgar F. Horne, of Indiana, junior civil engineer, 4 months at \$1,920.....	640.00	80.00	720.00
Leo E. McCarthy, of Illinois, junior civil engineer, 2 months at \$1,800.....	300.00	40.00	340.00
Glade Ives, of Illinois, junior civil engineer, 4 months 5 days at \$1,800.....	625.00	83.33	708.33
Robert E. Eddins, of Illinois, junior civil engineer, 4 months at \$1,800.....	600.00	80.00	680.00
John G. Strand, of Michigan, junior civil engineer, 4 months at \$1,680.....	560.00	80.00	640.00
William B. Sims, of Illinois, clerk, 4 months at \$1,500.....	500.00	80.00	580.00
Irene A. Leguam, of Illinois, junior clerk, 4 months at \$1,200.....	400.00	80.00	480.00
A. T. Jenkins, of Pennsylvania, senior telephone and telegraph engineer, 5 months at \$3,900.....	1,625.00	.....	1,625.00
J. C. Martine, of Illinois, telephone and telegraph inspector, 5 months at \$2,100.....	875.00	100.00	975.00
Harold Kiesling, of Wisconsin, clerk, 5 months at \$1,500.....	625.00	100.00	725.00
Western district.			
Carl C. Witt, of Kansas, member engineering board, 4 months at \$9,000.....	3,000.00	.....	3,000.00
Louis Hood, of Texas, assistant district engineer, 4 months at \$5,000.....	1,666.64	.....	1,666.64
Frank Beates Scheetz, of Missouri, senior structural engineer, 4 months at \$4,500.....	1,500.00	.....	1,500.00
Francis H. Adams, of Kansas, senior mechanical engineer, 4 months at \$4,500.....	1,500.00	.....	1,500.00
Arthur D. duBray, of Missouri, senior signal engineer, 4 months at \$3,900.....	1,300.00	.....	1,300.00
A. W. Heyer, of Missouri, senior civil engineer, 4 months at \$3,300.....	1,100.00	.....	1,100.00
Henry A. Herndon, of Missouri, senior mechanical engineer, 4 months at \$3,000.....	1,000.00	.....	1,000.00
Aloysius L. Gunther, of Kansas, senior inspector motive power, 4 months at \$3,000.....	1,000.00	.....	1,000.00
Wm. De Ozro Davis, of Kansas, senior electrical engineer, 4 months at \$3,000.....	1,000.00	.....	1,000.00
A. H. Worley, of Missouri, senior structural engineer, 4 months at \$3,000.....	1,000.00	.....	1,000.00
Robert W. Shields, of Kansas, senior civil engineer, 4 months at \$2,880.....	960.00	.....	960.00
Roy A. Porterfield, of Kansas, senior civil engineer, 4 months at \$2,880.....	960.00	.....	960.00
John E. Hansbury, of Missouri, senior civil engineer, 4 months at \$2,880.....	960.00	.....	960.00
O. C. Boerner, of Kansas, senior civil engineer, 4 months at \$2,880.....	960.00	.....	960.00
Raymond Alvan Kizer, of Kansas, senior structural engineer, 4 months at \$2,880.....	960.00	.....	960.00
W. F. Cox, of Ohio, senior inspector car equipment, 4 months at \$2,700.....	900.00	13.32	913.32
John F. Casey, of Texas, senior inspector car equipment, 15 days at \$2,700.....	112.50	1.66	114.16
Edward John Schell, of Missouri, senior structural engineer, 4 months at \$2,400.....	800.00	80.00	880.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
<i>Western district—Continued.</i>			
Frank M. Plake, of Kansas, senior structural engineer, 4 months at \$2,400.....	\$800.00	\$80.00	\$880.00
Frederick A. Buell, of Colorado, senior electrical engineer, 4 months at \$2,400.....	800.00	80.00	880.00
R. B. Houston, of Missouri, senior structural engineer, 4 months at \$2,400.....	800.00	80.00	880.00
Carl W. Gasaway, of Missouri, senior structural engineer, 4 months at \$2,280.....	760.00	80.00	840.00
R. R. Shay, of Illinois, senior mechanical engineer, 4 months at \$2,100.....	700.00	80.00	780.00
Horace C. Lamberton, of Missouri, senior signal engineer, 4 months at \$2,100.....	700.00	80.00	780.00
M. M. Hutchinson, of Kansas, senior civil engineer, 4 months at \$2,100.....	700.00	80.00	780.00
Edwin R. Fleming, of Missouri, senior civil engineer, 4 months at \$2,100.....	700.00	80.00	780.00
Seaborn J. Cunningham, of Missouri, senior structural engineer, 4 months at \$2,100.....	700.00	80.00	780.00
Kenneth H. Cope, of Missouri, senior electrical engineer, 4 months at \$2,100.....	700.00	80.00	780.00
Albert J. Chandler, of Wisconsin, senior civil engineer, 4 months at \$2,100.....	700.00	80.00	780.00
P. S. Chamberlain, of Kansas, senior civil engineer, 4 months at \$2,100.....	700.00	80.00	780.00
William W. Smith, of Kansas, junior civil engineer, 4 months at \$1,920.....	640.00	80.00	720.00
Lawrence A. Leonard, of Kansas, junior civil engineer, 4 months at \$1,920.....	640.00	80.00	720.00
H. N. Finney, of Missouri, junior civil engineer, 4 months at \$1,920.....	640.00	80.00	720.00
Charles C. Dettweiler, of Alabama, junior civil engineer, 1 month 11 days at \$1,920.....	218.67	27.33	246.00
Fred M. Carlock, of Missouri, junior civil engineer, 2 months 28 days at \$1,920.....	469.33	58.67	528.00
Frank Spodiek, of New York, junior civil engineer, 4 months at \$1,800.....	600.00	80.00	680.00
Claude E. McCormick, of Missouri, junior structural engineer, 3 months 27 days at \$1,800.....	585.00	78.00	663.00
Charles B. Hutton, of Missouri, junior civil engineer, 4 months at \$1,800.....	600.00	80.00	680.00
David L. Hutchinson, of Colorado, junior civil engineer, 4 months at \$1,800.....	600.00	80.00	680.00
Harry H. Harvey, of Missouri, junior civil engineer, 3 months 26 days at \$1,800.....	580.00	77.33	657.33
Lawrence Gallagher, of Missouri, junior civil engineer, 4 months at \$1,800.....	600.00	80.00	680.00
George S. Douglass, of Kansas, junior civil engineer, 4 months at \$1,800.....	600.00	80.00	680.00
Ralph U. Brochie, of Missouri, junior civil engineer, 4 months at \$1,800.....	600.00	80.00	680.00
V. W. Balderson, of Kansas, junior civil engineer, 4 months at \$1,800.....	600.00	80.00	680.00
Grover C. Thompson, of Missouri, junior civil engineer, 4 months at \$1,680.....	560.00	80.00	640.00
Harry A. Spurrier, of Missouri, chief clerk, 4 months 16 days at \$1,680.....	633.50	90.50	724.00
Rudolph O. Johnson, of Minnesota, junior civil engineer, 4 months at \$1,680.....	560.00	80.00	640.00
Alice F. Wolfberg, of Missouri, clerk, 4 months at \$1,500.....	500.00	80.00	580.00
John Paul Shepherd, of Nebraska, junior civil engineer, 4 months at \$1,500.....	500.00	80.00	580.00
Mera McLellan, of Missouri, draftsman, 4 months at \$1,500.....	500.00	80.00	580.00
Edythe M. Groh, of Missouri, clerk, 4 months at \$1,500.....	500.00	80.00	580.00
Roy R. Downs, of Missouri, junior structural engineer, 2 months 8 days at \$1,500.....	283.33	45.33	328.66
John L. Bradford, of Missouri, junior civil engineer, 17 days at \$1,500.....	70.83	11.33	82.16
E. G. Wall, of Missouri, junior civil engineer, 4 months at \$1,320.....	440.00	80.00	520.00
Mabel P. Sneed, of Missouri, junior clerk, 4 months at \$1,320.....	440.00	80.00	520.00
Etna R. Moberly, of Kansas, junior clerk, 4 months at \$1,320.....	440.00	80.00	520.00
Bertha V. Miller, of Missouri, junior clerk, 4 months at \$1,320.....	440.00	80.00	520.00
Francis C. Goss, of Texas, junior civil engineer, 4 months at \$1,320.....	440.00	80.00	520.00
C. E. Coffenberger, of Missouri, junior clerk, 4 months at \$1,320.....	440.00	80.00	520.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
<i>Western district—Continued.</i>			
Maud Lucile Allen, of Missouri, junior clerk, 4 months at \$1,320.	\$440.00	\$80.00	\$520.00
Eva C. Fansher, of Missouri, junior clerk, 4 months at \$1,320.	440.00	80.00	520.00
A. M. Vanneman, of Missouri, temporary junior clerk, 1 month at \$1,200.	100.00	20.00	120.00
Ruth Marie Umstead, of Missouri, junior clerk, 4 months at \$1,200.	400.00	80.00	480.00
Aubrey F. Suitt, of Kansas, junior clerk, 3 months 16½ days at \$1,200.	355.00	71.00	426.00
Leone Pursel, of Missouri, junior clerk, 4 months at \$1,200.	400.00	80.00	480.00
Mary I. Soule, of Missouri, under clerk, 4 months at \$1,080.	360.00	80.00	440.00
John P. Thavis, of Washington, district accountant, 4 months at \$6,000, 2 months at \$5,000.	2,833.32		2,833.32
Frank R. Stebbins, of Texas, accountant, 6 months at \$3,600.	1,800.00		1,800.00
W. O. Mitchell, of Colorado, accountant, 6 months at \$3,600.	1,800.00		1,800.00
George B. Coleman, of Oklahoma, accountant, 6 months at \$3,600.	1,800.00		1,800.00
Richard K. White, of Texas, accountant, 4 months at \$3,300.	1,100.00		1,100.00
Walter Sager, of Oklahoma, accountant, 6 months at \$3,300.	1,650.00		1,650.00
Ernest G. Watkins, of Texas, accountant, 2 months at \$2,220; 2 months at \$3,000.	870.00	40.00	910.00
Lawrence L. Powers, of Kansas, assistant district accountant, 4 months at \$4,200.	1,400.00		1,400.00
Harold W. Ross, of Texas, accountant, 6 months at \$3,000.	1,500.00		1,500.00
George McCullough, of Illinois, accountant, 4 months at \$3,000.	1,000.00		1,000.00
William J. Condon, of Colorado, accountant, 4 months 21 days at \$2,700.	1,057.50	15.65	1,073.15
William H. O'Hara, of Texas, accountant, 6 months at \$2,520.	1,260.00	109.98	1,369.98
Earl B. Leach, of Oklahoma, accountant, 6 months at \$2,520.	1,260.00	109.98	1,369.98
Arthur W. Hilton, of Oklahoma, accountant, 6 months at \$2,520.	1,260.00	109.98	1,369.98
Harry M. Doyle, of Missouri, accountant, 6 months at \$2,520.	1,260.00	109.98	1,369.98
Claude H. Strickland, of Texas, accountant, 4 months 21 days at \$2,400.	940.00	94.00	1,034.00
William H. Sharratt, of Texas, accountant, 2 months at \$2,100; 4 months \$2,400.	1,150.00	120.00	1,270.00
John I. McGowan, of Illinois, accountant, 6 months at \$2,400.	1,200.00	120.00	1,320.00
W. L. Holland, of Texas, accountant, 6 months at \$2,400.	1,200.00	120.00	1,320.00
Henry Ekman, of North Dakota, accountant, 6 months at \$2,400.	1,200.00	120.00	1,320.00
W. H. Boyne, of District of Columbia, accountant, 5 months at \$2,400.	1,000.00	100.00	1,100.00
Adolph H. Hertwig, of Texas, accountant, 2 months at \$2,100; 4 months at \$2,220.	1,090.00	120.00	1,210.00
Ernest M. Welch, of Missouri, accountant, 6 months at \$2,100.	1,050.00	120.00	1,170.00
Harry M. Wagner, of Missouri, accountant, 4 months 14 days at \$2,100.	781.67	89.33	871.00
Frederick F. Ring, of Massachusetts, accountant, 6 months at \$2,100.	1,050.00	120.00	1,170.00
Jesse B. McFarland, of Virginia, accountant, 6 months at \$2,100.	1,050.00	120.00	1,170.00
Byron Lindquist, of Illinois, accountant, 6 months at \$2,100.	1,050.00	120.00	1,170.00
Laurence A. Lawrence, of Colorado, accountant, 6 months at \$2,100.	1,050.00	120.00	1,170.00
Harvey P. Holt, of Kansas, accountant, 6 months at \$2,100.	1,050.00	120.00	1,170.00
John E. Hibbs, of South Carolina, accountant, 6 months at \$2,100.	1,050.00	120.00	1,170.00
John L. Hagney, of Missouri, accountant, 6 months at \$2,100.	1,050.00	120.00	1,170.00
Laura E. Terry, of Missouri, junior clerk, 6 months at \$1,440.	720.00	120.00	840.00
Henrietta Hill, of Kansas, junior clerk, 4 months at \$1,440.	480.00	80.00	560.00
Gretna M. Spokesfield, of Missouri, junior clerk, 1 month at \$1,200.	100.00	20.00	120.00
Lillian S. Green, of Missouri, junior clerk, 2 months 16 days at \$1,200.	253.33	50.67	304.00
Chas. F. Newman, of Missouri, valuation attorney, 4 months at \$6,000.	2,000.00		2,000.00
Eugene W. Reed, of Nebraska, senior land appraiser, 4 months at \$3,600.	1,200.00		1,200.00
Charles R. Stevenson, of Missouri, senior land appraiser, 6½ days at \$3,000.	53.57		53.57
Allen O. St. John, of Missouri, senior land appraiser, 6½ days at \$3,000.	57.73		57.73
Lee O. Cox, of Texas, senior land appraiser, 1 day at \$3,000.	8.33		8.33
Paul R. McCann, of Illinois, senior land appraiser, 9 days at \$2,700.	67.50	1.00	68.50

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
<i>Western district—Continued.</i>			
Wilfred T. Harris, of Missouri, senior land appraiser, 4 months at \$2,700.....	\$900.00	\$13.32	\$913.32
Charles H. Baumbaugh, of Missouri, senior land appraiser, 2 days at \$2,700.....	15.00	.22	15.22
Jewell D. Martin, of Illinois, senior land appraiser, 6 days at \$2,400.....	40.00	4.00	44.00
Joseph H. Hollister, of Missouri, senior land appraiser, 2 days at \$2,100.....	11.67	1.33	13.00
Barrett Schafer, of Missouri, junior civil engineer, 4 months at \$1,980.....	660.00	80.00	740.00
Jasper A. Jackson, of Oklahoma, junior civil engineer, 4 months at \$1,920.....	640.00	80.00	720.00
Lucian D. Lea, of Missouri, junior civil engineer, 4 months at \$1,800.....	600.00	80.00	680.00
Charles W. Laughlin, of Missouri, junior telephone engineer, 4 months at \$1,800.....	600.00	80.00	680.00
Joseph P. Buckhannan, of Missouri, junior civil engineer, 4 months at \$1,680.....	560.00	80.00	640.00
Dorothy C. Rahe, of Missouri, junior clerk, 4 months at \$1,440.....	480.00	80.00	560.00
Bertha Hawk, of Kansas, junior clerk, 4 months at \$1,440.....	480.00	80.00	560.00
F. S. Lyman, of Missouri, senior telephone and telegraph engineer, 2 months 15 days at \$4,500.....	937.50	.....	937.50
Oscar B. Bourn, of Missouri, telephone and telegraph inspector, 2 months 13½ days at \$2,400.....	489.52	48.96	538.48
Richard L. Gilles, North Dakota, telegraph inspector 4 months 18 days at \$2,100.....	805.00	92.00	897.00
<i>Pacific district.</i>			
R. A. Thompson, of California, member engineering board, 4 months at \$9,000.....	3,000.00	.....	3,000.00
C. H. Byers, of Washington, district engineer, 5 months at \$6,000.....	2,500.00	.....	2,500.00
Henry J. Saunders, of Montana, senior civil engineer, 4 months at \$4,500.....	1,500.00	.....	1,500.00
Frank T. Oakley, of California, senior structural engineer, 4 months at \$4,500.....	1,500.00	.....	1,500.00
William W. Johnston, of Washington, senior mechanical engineer, 4 months at \$4,500.....	1,500.00	.....	1,500.00
J. F. Alexander, of Kansas, senior signal engineer, 4 months at \$3,300.....	1,100.00	.....	1,100.00
G. T. Morris, of Montana, senior civil engineer, 4 months at \$3,000.....	1,000.00	.....	1,000.00
H. A. Minton, of California, senior architect, 4 months at \$3,000.....	1,000.00	.....	1,000.00
C. G. Crockett, of California, senior civil engineer, 4 months at \$3,000.....	1,000.00	.....	1,000.00
C. M. Bates, of Washington, senior structural engineer, 3 months 27 days at \$3,000.....	975.00	.....	975.00
Walter J. Thomas, of California, senior inspector motive power, 4 months at \$2,700.....	900.00	13.32	913.32
Clifford A. Templeton, of Montana, senior civil engineer, 4 months at \$2,400.....	800.00	80.00	880.00
Howard C. Miller, of California, senior civil engineer, 3 months 29½ days at \$2,400.....	799.28	79.92	879.20
R. E. Heine, of California, senior mechanical engineer, 4 months 18 days at \$2,400.....	920.00	92.00	1,012.00
C. A. Hall, of California, senior mechanical engineer, 4 months at \$2,400.....	800.00	80.00	880.00
James Gallagher, of Washington, senior structural engineer, 3 months 27 days at \$2,400.....	780.00	78.00	858.00
C. L. Dimmler, of California, senior structural engineer, 4 months at \$2,400.....	800.00	80.00	880.00
H. W. Austin, of California, senior mechanical engineer, 4 months at \$2,400.....	800.00	80.00	880.00
Chas. H. Wolfram, of Maryland, senior clerk, 4 months at \$2,100.....	700.00	80.00	780.00
Dean Wilson, of Montana, senior electrical engineer, 2 months 14 days at \$2,100.....	431.67	49.33	481.00
C. B. Rush, of California, senior civil engineer, 4 months at \$2,100.....	700.00	80.00	780.00
L. H. Patten, of California, senior mechanical engineer, 4 months at \$2,100.....	700.00	80.00	780.00
Neil S. McNamara, of Washington, senior civil engineer, 4 months at \$2,100.....	700.00	80.00	780.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
<i>Pacific district—Continued.</i>			
H. F. Lindacher, of California, senior architect, 3 months 6 days at \$2,100.....	\$560.00	\$64.00	\$624.00
F. L. A. Gorlinski, of California, senior structural engineer, 4 months at \$2,100.....	700.00	80.00	780.00
L. F. Coon, of California, senior mechanical engineer, 4 months at \$2,100.....	700.00	80.00	780.00
John E. Boice, of New York, chief clerk, 4 months at \$2,100.....	700.00	80.00	780.00
M. H. Wright, of California, junior structural engineer, 4 months at \$1,920.....	640.00	80.00	720.00
W. A. Worthington, of California, junior mechanical engineer, 3 months 17 days at \$1,920.....	570.67	71.33	642.00
D. D. Sprague, of Wisconsin, junior structural engineer, 4 months at \$1,920.....	640.00	80.00	720.00
William A. Robinson, of Oregon, junior civil engineer, 4 months at \$1,920.....	640.00	80.00	720.00
Harry H. Reynolds, of Montana, junior civil engineer, 4 months at \$1,920.....	640.00	80.00	720.00
John V. Rast, of Oregon, junior civil engineer, 4 months at \$1,920.....	640.00	80.00	720.00
F. M. Purdy, of Washington, junior civil engineer, 4 months at \$1,920.....	640.00	80.00	720.00
C. A. Norden, of California, junior civil engineer, 4 months at \$1,920.....	640.00	80.00	720.00
J. F. Jeffrey, of California, junior civil engineer, 4 months at \$1,920.....	640.00	80.00	720.00
D. E. Jacobson, of California, junior civil engineer, 4 months at \$1,920.....	640.00	80.00	920.00
F. W. Herron, of California, junior civil engineer, 4 months at \$1,920.....	640.00	80.00	720.00
Richard I. Gloster, of Oregon, junior civil engineer, 4 months at \$1,920.....	640.00	80.00	720.00
Rexford Gile, of Washington, junior civil engineer, 4 months at \$1,920.....	640.00	80.00	720.00
B. W. Booker, of California, junior civil engineer, 3 months 18 days at \$1,920.....	576.00	72.00	648.00
E. E. Bellinger, of California, junior civil engineer, 4 months at \$1,920.....	640.00	80.00	720.00
A. L. Anderson, of California, junior civil engineer, 4 months at \$1,920.....	640.00	80.00	720.00
W. R. Densmore, of Washington, junior civil engineer, 4 months at \$1,920.....	640.00	80.00	720.00
W. G. Scollard, of Montana, junior civil engineer, 4 months at \$1,800.....	600.00	80.00	680.00
J. V. McElwee, of California, junior civil engineer, 5 days at \$1,800.....	25.00	3.33	28.33
F. J. Leonard, of Washington, junior civil engineer, 4 months at \$1,800.....	600.00	80.00	680.00
W. J. Fisher, of California, junior civil engineer, 4 months at \$1,800.....	600.00	80.00	680.00
N. E. Dahneke, of California, junior civil engineer, 4 months at \$1,800.....	600.00	80.00	680.00
T. R. Plant, of California, junior civil engineer, 4 months at \$1,740.....	580.00	80.00	660.00
R. R. Smith, of California, junior structural engineer, 3 months 12 days at \$1,680.....	476.00	68.00	544.00
M. E. Sweeney, of California, junior civil engineer, 4 months at \$1,500.....	500.00	80.00	580.00
May E. Cavanagh, of California, clerk, 4 months at \$1,500.....	500.00	80.00	580.00
Grace F. Pease, of California, junior clerk, 9 days at \$1,440.....	36.00	6.00	42.00
H. R. Thielmeyer, of California, junior clerk, 4 months at \$1,320.....	440.00	80.00	520.00
M. L. Gibney, of California, junior clerk, 4 months at \$1,320.....	440.00	80.00	520.00
J. L. Batchelor, of California, junior clerk, 4 months at \$1,320.....	440.00	80.00	520.00
A. Linquist, of California, junior clerk, 4 months at \$1,200.....	400.00	80.00	480.00
M. A. Knowles, of California, junior clerk, 4 months at \$1,200.....	400.00	80.00	480.00
D. I. Denis, of California, junior clerk, 3 months at \$1,200.....	300.00	60.00	360.00
Louise L. Packard, of Missouri, under clerk, 3 months $4\frac{1}{2}$ days at \$1,140.....	298.80	62.90	361.70
R. T. Chapman, of Colorado, under clerk, 4 months at \$1,140.....	380.00	80.00	460.00
Mabel Mayon, of California, under clerk, 4 months at \$1,140.....	380.00	80.00	460.00
O. L. Ferrara, of California, under clerk, 3 months 5 days at \$960.....	253.33	63.33	316.66
R. E. Willis, of California, temporary messenger girl, 4 months at \$540.....	180.00	80.00	260.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
<i>Pacific district—Continued.</i>			
J. F. Wolfenden, of California, district accountant, 5 months at \$6,000.	\$2,500.00	-----	\$2,500.00
George A. Williamson, of California, assistant district accountant, 6 months at \$4,200.	2,100.00	-----	2,100.00
Theodore V. Watterson, of California, accountant, 6 months at \$3,000.	1,500.00	-----	1,500.00
William A. Salmen, of California, accountant, 4 months at \$3,000.	1,000.00	-----	1,000.00
James T. Haslam, of California, accountant, 6 months at \$3,000.	1,500.00	-----	1,500.00
Wm. Griffith, of California, accountant, 6 months at \$3,000.	1,500.00	-----	1,500.00
R. E. Currie, of California, accountant, 6 months at \$3,000.	1,500.00	-----	1,500.00
R. C. Dunbar, of California, accountant, 4 months at \$2,520.	840.00	\$73.32	913.32
W. A. Allen, of California, accountant, 6 months at \$2,520.	1,260.00	109.98	1,369.98
H. W. Shreve, of California, accountant, 5 months 29 days at \$2,400.	1,193.33	119.33	1,312.66
Matthew E. Hale, of California, accountant, 6 months at \$2,400.	1,200.00	120.00	1,320.00
Homer M. Curtice, of California, accountant, 6 months at \$2,400.	1,200.00	120.00	1,320.00
William C. Loss, of California, accountant, 6 months at \$2,220.	1,110.00	120.00	1,230.00
William B. Granger, of California, accountant, 6 months at \$2,220.	1,110.00	120.00	1,230.00
Louis J. Urdahl, of Oregon, accountant, 6 months at \$2,100.	1,050.00	120.00	1,170.00
Frank N. Parker, of Washington, accountant, 6 months at \$2,100.	1,050.00	120.00	1,170.00
Warren S. Mullin, of California, accountant, 6 months at \$2,100.	1,050.00	120.00	1,170.00
Richard E. May, of Utah, accountant, 6 months at \$2,100.	1,050.00	120.00	1,170.00
William B. McEwen, of Oregon, accountant, 5 months at \$2,100.	875.00	100.00	975.00
Charles W. Harmon, of California, accountant, 6 months at \$2,100.	1,050.00	120.00	1,170.00
Wylie J. Dunn, of California, accountant, 5 months 29½ days at \$2,100.	1,046.66	119.62	1,166.28
Richard W. J. Dillon, of California, accountant, 6 months at \$2,100.	1,050.00	120.00	1,170.00
L. T. Bristol, of California, accountant, 6 months at \$2,100.	1,050.00	120.00	1,170.00
John Feeney, of California, clerk, 2 months at \$1,740; senior clerk, 4 months at \$1,800.	890.00	120.00	1,010.00
E. C. Progger, of California, junior clerk, 4 months at \$1,200.	400.00	80.00	480.00
Evalin Miller, of California, junior clerk, 4 months 7 days at \$1,200.	423.33	84.67	508.00
Edna C. Braren, of California, junior clerk, 4 months at \$1,200.	400.00	80.00	480.00
Seth E. Tracy, of Texas, valuation attorney, 4 months at \$6,000.	2,000.00	-----	2,000.00
John E. Aitchison, of Oregon, senior land appraiser, 6 months at \$3,300.	1,650.00	-----	1,650.00
John G. Brownson, of Kansas, senior land appraiser, 3 months 15 days at \$3,300.	962.50	-----	962.50
J. Roy Boylin, of Tennessee, senior land appraiser, 4 months at \$2,700.	900.00	13.32	913.32
Arthur A. Semsen, of California, senior land appraiser, 4 months at \$2,400.	800.00	80.00	880.00
Francis Floyd-Jones, of California, senior land appraiser, 2 months 10 days at \$2,100.	408.33	46.67	455.00
Walter B. Anthony, of California, senior civil engineer, 4 months at \$1,800.	600.00	80.00	680.00
W. C. Spencer, of California, temporary junior civil engineer, 4 months at \$1,680.	560.00	80.00	640.00
Robert H. Mulrean, of California, junior civil engineer, 4 months at \$1,680.	560.00	80.00	640.00
Philip N. Lindquist, of California, junior land appraiser, 3 months 18 days at \$1,680.	504.00	72.00	576.00
Irene J. Dunphy, of California, junior clerk, 3 months 19 days at \$1,320.	399.67	72.67	472.34
Ella M. Allen, of California, junior clerk, 3 months 15 days at \$1,200.	350.00	70.00	420.00
Ethel E. Peterson, of California, under clerk, 1 month at \$1,080.	90.00	20.00	110.00
Letitia Farber, of California, under clerk, 1 month at \$1,080.	90.00	20.00	110.00
Roy W. Gray, of California, senior telephone and telegraph engineer, 4 months at \$4,500.	1,500.00	-----	1,500.00
D. P. Thompson, of California, senior telephone and telegraph inspector, 3 months 24 days at \$2,400.	760.00	76.00	836.00
W. C. Browning, of California, junior telephone and telegraph engineer, 3 months 25 days at \$1,920.	613.33	76.67	690.00

Detailed statement showing names and compensation of employees and expenditures of the Interstate Commerce Commission for the fiscal year ended June 30, 1922—Continued.

	Regular compensa- tion.	Increase of compensa- tion.	Total compensa- tion.
VALUATION—continued.			
<i>Pacific district—Continued.</i>			
H. E. Riley, of California, junior telephone and telegraph engineer, 4 months 14 days at \$1,920.....	\$714.67	\$89.33	\$804.00
G. S. Tulloch, of California, telephone and telegraph inspector, 3 months 28 days at \$1,920.....	629.33	78.67	708.00
Total compensation to employees.....	1,344,401.63	108,637.32	1,453,038.95
Other personal services, consisting of compensation to temporary laborers in connection with the moving of the field offices to Washington, D. C.....	2,276.54	464.20	2,740.74
Stenography and typewriting: 4,437 pages at 15 cents per page.....	665.55		
Rent of offices in the District of Columbia.....	3,750.00		
Traveling expenses ¹	159,504.62		
Incidental expenses ²	84,890.55		
Total, all expenditures, valuation.....	1,595,488.89		
INCREASE OF COMPENSATION.			
General appropriations.....	171,517.01		
Bureau of accounts.....	17,868.79		
Bureau of safety.....	3,963.34		
Locomotive inspection.....	4,881.67		
Valuation:			
Regular employees.....	\$108,637.32		
Other personal services, consisting of temporary laborers.....	464.20		
	109,101.52		
Total increase compensation.....	307,332.33		
Total amount of expenditures for the fiscal year ended June 30, 1922.....	5,242,596.55		

¹ Includes transportation, per diem, and actual subsistence.

² Includes services other than personal, communications, stationery, supplies, furniture, equipment and rent outside of Washington.

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